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The Gazette of India.

No. 27.]

CALCUTTA, SATURDAY, JULY 7, 1894.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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RETAIL PRICES FOR THE 2nd HALF OF MAY 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (<i>Sorghum vulgare</i>).		RAJRA OR CUMBU (<i>Pennisetum typhoides</i>).		MARUA OR RAOI (<i>Echinochloa crus-galli</i>).		KANGRI OR KALUN, ITALIAN MILLET (<i>Setaria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer arvense</i>).		MAIZE (<i>Zea Mays</i>).		AMHAR, OR THUR, CADJAN PEA (<i>Caranum indicus</i>).		FINGERING.		SALT.	
	Present forthright.	Past forthright.	Present forthright.	Past forthright.	Present forthright.	Past forthright.	Present forthright.	Past forthright.	Present forthright.	Past forthright.	Present forthright.	Past forthright.	Present forthright.	Past forthright.	Present forthright.	Past forthright.	Present forthright.	Past forthright.	Present forthright.	Past forthright.	Present forthright.	Past forthright.	Present forthright.	Past forthright.		
Burma— <i>Tenasserim</i> — Mergui Tavoy Moulmein and Amherst . . . . .	...	...	...	...	12 9 12 6 11 3	14 2 14 0 14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<i>Pegu (Deloir)</i> — Pegu Rangoon Thongva Bassein . . . . .	...	13 0	...	...	10 14 13 8 9 2 13 0	14 3 15 0 11 4 16 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<i>Pegu (Inland)</i> — Shwegyin Tharrawaddy Henzada Promé Toungoo Thayetmyo . . . . .	...	10 6	...	...	11 9 12 5 11 1 12 14 16 2 14 0	12 7 13 8 11 1 14 12 18 9 15 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<i>Upper Burma</i> — Mandalay Bamo Patokten Meiktila	13 3	13 13	...	...	14 7 6 9 11 9 15 0	13 3 7 2 13 0 16 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<i>Arahan</i> — Sandoway Kyaukpadaung Akyab . . . . .	...	...	...	...	16 0 10 10 12 4	18 12 17 9 15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<i>Assam</i> — <i>Surma</i> — Sylhet Cachar Khasi and Jaintia Hills Garohills . . . . .	...	2 43 6 3	...	...	7 7 6 10 4 3 6 0	8 12 8 12 5 3 10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<i>Brahmaputra</i> — Golapara Karimpur Darrang Nowgong Sibsagar Lakhimpur	16 0 9 0 8 0 5 4 10 0 8 0	20 0 8 0 8 0 8 0 7 8 7 8	...	...	6 8 9 0 6 8 6 0 10 0 6 4	13 4 10 0 10 8 10 8 13 0 9 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

RETAIL PRICES FOR THE 2ND HALF OF MAY 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	WHEAT.		RICE, 1ST QUAL.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhoides).		MARUA OR RAGI (Eleusine indica).		KANGNI OR ITALIAN MILLET (Setaria italica).		GRAM, CHHOLA, KADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, TUR, CADIAN PEA (Cajanus indicus).		FIRROGH.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Bengal—continued.																								
Aligarh, south—																								
Monghyr.	16 12 to 18 14	16 13 to 17 13	9 7 to 9 8	9 7 to 9 8	14 2 to 15 0	13 9 to 15 0	17 12 to 18 4	17 12 to 18 4	...	...	...	...	12 9 to 11 0	13 9 to 11 0	21 0 to 20 4	21 10 to 19 8	17 5 to ...	23 1 to ...	16 12 to 18 14	16 13 to 17 4	147 0 to 168 0	147 0 to 168 0	10 8 to 10 0	10 8 to 10 0
Cuttack.	14 0 to 17 0	13 8 to 18 0	9 4 to 10 0	9 4 to 10 0	14 8 to 16 0	15 0 to 16 0	22 0 to 21 0	22 0 to 21 0	...	...	...	...	16 0 to 17 0	16 0 to 17 0	22 0 to 23 0	23 0 to 24 0	21 0 to 21 0	21 0 to 21 0	16 12 to 18 14	16 13 to 17 4	130 0 to 130 0	130 0 to 130 0	10 8 to 10 8	10 8 to 10 8
Pattana.	19 0 to 19 0	19 0 to 19 0	8 0 to 8 0	8 0 to 8 0	12 0 to 14 0	13 0 to 15 0	...	...	...	...	...	...	...	...	20 0 to 20 0	20 0 to 20 0	16 0 to 16 0	20 0 to 20 0	16 12 to 18 14	16 13 to 17 4	140 0 to 140 0	140 0 to 140 0	10 8 to 10 8	10 8 to 10 8
Shahabad.	14 0 to 14 0	14 0 to 14 0	8 0 to 8 0	8 0 to 8 0	12 0 to 14 0	13 0 to 15 0	...	...	...	...	...	...	...	...	20 0 to 20 0	20 0 to 20 0	16 0 to 16 0	20 0 to 20 0	16 12 to 18 14	16 13 to 17 4	140 0 to 140 0	140 0 to 140 0	10 8 to 10 8	10 8 to 10 8
Aligarh, north—																								
Punjab.	20 0 to 20 0	20 0 to 20 0	12 0 to 12 0	12 0 to 12 0	15 0 to 15 0	16 0 to 16 0	...	...	...	...	...	...	...	...	18 0 to 20 3	19 9 to 20 12	20 3 to 21 8	20 3 to 21 8	16 0 to 17 10	17 4 to 19 12	320 0 to 320 0	320 0 to 320 0	10 0 to 10 0	10 0 to 10 0
Bidgalpur.	16 3 to 16 3	16 6 to 16 6	12 0 to 12 0	12 0 to 12 0	15 0 to 15 0	16 0 to 16 0	...	...	...	...	...	...	...	...	20 12 to 20 12	21 8 to 21 8	21 8 to 21 8	21 8 to 21 8	17 10 to 19 12	19 12 to 21 0	176 0 to 176 0	176 0 to 176 0	10 0 to 10 0	10 0 to 10 0
Meerut.	14 0 to 14 0	14 0 to 14 0	8 0 to 8 0	8 0 to 8 0	13 0 to 13 0	14 0 to 14 0	...	...	...	...	...	...	...	...	20 8 to 20 8	21 0 to 21 0	19 8 to 19 8	19 8 to 19 8	16 0 to 16 0	16 0 to 16 0	160 0 to 160 0	160 0 to 160 0	10 4 to 10 4	10 4 to 10 4
Saran.	16 8 to 16 8	15 4 to 15 4	10 0 to 10 0	10 0 to 10 0	13 0 to 13 0	14 8 to 14 8	...	...	...	...	...	...	...	...	22 8 to 22 8	23 4 to 23 4	17 0 to 17 0	19 0 to 19 0	16 0 to 16 0	24 0 to 24 0	180 0 to 180 0	180 0 to 180 0	10 8 to 10 8	10 8 to 10 8
Champan.	16 0 to 16 0	16 0 to 16 0	8 0 to 8 0	8 0 to 8 0	14 8 to 14 8	14 8 to 14 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
N.-W. Provinces—																								
Meerut.	15 8 to 15 8	14 8 to 14 8	8 0 to 8 0	8 0 to 8 0	13 0 to 13 0	13 0 to 13 0	17 0 to 17 0	17 0 to 17 0	18 0 to 18 0	18 0 to 18 0	18 0 to 18 0	18 0 to 18 0	15 5 to 12 0	15 5 to 12 0	20 12 to 21 0	20 10 to 20 10	22 3 to 22 3	21 13 to 21 13	22 0 to 22 0	20 10 to 20 10	80 0 to 80 0	80 0 to 80 0	10 0 to 10 0	10 0 to 10 0
Benares.	16 14 to 16 14	16 8 to 16 8	8 0 to 8 0	8 0 to 8 0	13 0 to 13 0	13 0 to 13 0	22 13 to 22 13	22 13 to 22 13	18 0 to 18 0	18 0 to 18 0	18 0 to 18 0	18 0 to 18 0	15 5 to 12 0	15 5 to 12 0	20 12 to 21 0	20 10 to 20 10	22 3 to 22 3	21 13 to 21 13	22 0 to 22 0	20 10 to 20 10	110 0 to 110 0	110 0 to 110 0	10 0 to 10 0	10 0 to 10 0
Champur.	13 7 to 13 7	13 7 to 13 7	7 0 to 7 0	7 0 to 7 0	10 8 to 10 8	11 0 to 11 0	22 0 to 22 0	22 0 to 22 0	...	...	...	...	18 0 to 18 0	18 0 to 18 0	24 8 to 24 8	25 0 to 25 0	...	...	23 0 to 23 0	22 0 to 22 0	100 0 to 100 0	100 0 to 100 0	9 8 to 9 8	9 8 to 9 8
Allahabad.	14 8 to 14 8	14 8 to 14 8	9 0 to 9 0	9 0 to 9 0	12 0 to 12 0	13 0 to 13 0	24 0 to 24 0	24 0 to 24 0	...	...	...	...	...	...	...	...	...	...	...	...	180 0 to 180 0	180 0 to 180 0	9 9 to 9 9	9 9 to 9 9
Central—																								
Banda.	15 0 to 15 0	15 0 to 15 0	8 0 to 8 0	8 0 to 8 0	13 0 to 13 0	13 0 to 13 0	24 0 to 24 0	24 0 to 24 0	...	...	...	...	...	...	27 0 to 27 0	27 0 to 27 0	...	...	31 0 to 31 0	30 0 to 30 0	180 0 to 180 0	180 0 to 180 0	9 12 to 9 12	9 12 to 9 12
Pachpur.	16 12 to 16 12	15 8 to 15 8	8 0 to 8 0	8 0 to 8 0	13 0 to 13 0	13 0 to 13 0	26 0 to 26 0	26 0 to 26 0	...	...	...	...	...	...	26 0 to 26 0	26 0 to 26 0	...	...	34 0 to 34 0	33 4 to 33 4	140 0 to 140 0	140 0 to 140 0	10 0 to 10 0	10 0 to 10 0
Hamirpur.	17 8 to 17 8	18 4 to 18 4	8 0 to 8 0	8 0 to 8 0	13 0 to 13 0	13 0 to 13 0	23 0 to 23 0	23 0 to 23 0	...	...	...	...	...	...	26 0 to 26 0	26 0 to 26 0	...	...	34 0 to 34 0	33 4 to 33 4	200 0 to 200 0	200 0 to 200 0	10 4 to 10 4	10 4 to 10 4
Jaunpur.	15 0 to 15 0	15 0 to 15 0	8 0 to 8 0	8 0 to 8 0	13 0 to 13 0	13 0 to 13 0	23 0 to 23 0	23 0 to 23 0	...	...	...	...	...	...	26 0 to 26 0	26 0 to 26 0	...	...	34 0 to 34 0	33 4 to 33 4	150 0 to 150 0	150 0 to 150 0	10 0 to 10 0	10 0 to 10 0
Canpur.	19 0 to 19 0	18 8 to 18 8	5 0 to 5 0	5 0 to 5 0	12 0 to 12 0	12 0 to 12 0	28 0 to 28 0	28 0 to 28 0	...	...	...	...	...	...	25 8 to 25 8	26 12 to 26 12	...	...	30 0 to 30 0	29 2 to 29 2	160 0 to 160 0	160 0 to 160 0	10 0 to 10 0	10 0 to 10 0
Etawah.	18 12 to 18 12	18 11 to 18 11	5 0 to 5 0	5 0 to 5 0	12 0 to 12 0	12 0 to 12 0	28 0 to 28 0	28 0 to 28 0	...	...	...	...	...	...	25 8 to 25 8	26 12 to 26 12	...	...	30 0 to 30 0	29 2 to 29 2	130 0 to 130 0	130 0 to 130 0	10 4 to 10 4	10 4 to 10 4
Farrukhabad.	17 12 to 17 12	18 0 to 18 0	5 4 to 5 4	5 4 to 5 4	10 0 to 10 0	10 0 to 10 0	18 0 to 18 0	18 0 to 18 0	...	...	...	...	...	...	26 8 to 26 8	26 8 to 26 8	...	...	31 0 to 31 0	31 4 to 31 4	160 0 to 160 0	160 0 to 160 0	10 4 to 10 4	10 4 to 10 4
Meerut.	20 4 to 20 4	20 4 to 20 4	6 0 to 6 0	6 0 to 6 0	10 0 to 10 0	10 0 to 10 0	18 0 to 18 0	18 0 to 18 0	...	...	...	...	...	...	22 8 to 22 8	22 8 to 22 8	...	...	31 0 to 31 0	31 4 to 31 4	120 0 to 120 0	120 0 to 120 0	10 8 to 10 8	10 8 to 10 8
Western—																								
Idhar.	14 12 to 14 12	14 12 to 14 12	6 8 to 6 8	6 8 to 6 8	10 4 to 10 4	10 4 to 10 4	23 0 to 23 0	23 0 to 23 0	...	...	...	...	...	...	23 8 to 23 8	24 8 to 24 8	...	...	30 8 to 30 8	32 0 to 32 0	160 0 to 160 0	160 0 to 160 0	10 8 to 10 8	10 8 to 10 8
Agia.	17 0 to 17 0	17 0 to 17 0	5 0 to 5 0	5 0 to 5 0	8 0 to 8 0	8 0 to 8 0	25 0 to 25 0	25 0 to 25 0	...	...	...	...	...	...	27 0 to 27 0	27 0 to 27 0	...	...	34 0 to 34 0	34 0 to 34 0	95 0 to 95 0	95 0 to 95 0	11 0 to 11 0	11 0 to 11 0
Muttra.	20 8 to 20 8	21 0 to 21 0	5 0 to 5 0	5 0 to 5 0	9 0 to 9 0	9 0 to 9 0	27 0 to 27 0	27 0 to 27 0	...	...	...	...	...	...	30 8 to 30 8	31 8 to 31 8	...	...	35 8 to 35 8	35 8 to 35 8	170 0 to 170 0	170 0 to 170 0	11 4 to 11 4	11 4 to 11 4
Aligarh.	21 8 to 21 8	21 0 to 21 0	5 4 to 5 4	5 4 to 5 4	10 0 to 10 0	10 0 to 10 0	27 0 to 27 0	27 0 to 27 0	...	...	...	...	...	...	30 8 to 30 8	31 8 to 31 8	...	...	35 8 to 35 8	35 8 to 35 8	120 0 to 120 0	120 0 to 120 0	10 8 to 10 8	10 8 to 10 8
Benares.	23 12 to 23 12	23 12 to 23 12	6 0 to 6 0	6 0 to 6 0	10 0 to 10 0	10 0 to 10 0	24 0 to 24 0	24 0 to 24 0	...	...	...	...	...	...	30 8 to 30 8	31 8 to 31 8	...	...	35 8 to 35 8	35 8 to 35 8	120 0 to 120 0	120 0 to 120 0	10 8 to 10 8	10 8 to 10 8
Sub-moffussil—																								
Idhar.	15 0 to 15 0	15 0 to 15 0	10 0 to 10 0	10 0 to 10 0	14 0 to 14 0	14 0 to 14 0	22 0 to 22 0	22 0 to 22 0	...	...	...	...	...	...	22 0 to 22 0	23 0 to 23 0	...	...	24 0 to 24 0	24 0 to 24 0	115 0 to 115 0	115 0 to 115 0	11 0 to 11 0	11 0 to 11 0
Aligarh.	14 12 to 14 12	14 12 to 14 12	7 8 to 7 8	7 8 to 7 8	13 4 to 13 4	13 4 to 13 4	20 3 to 20 3	20 3 to 20 3	...	...	...	...	...	...	19 5 to 19 5	19 5 to 19 5	...	...	21 8 to 21 8	21 8 to 21 8	177 8 to 177 8	177 8 to 177 8	9 13 to 9 13	9 13 to 9 13
Benares.	14 6 to 14 6	14 6 to 14 6	8 12 to 8 12	8 12 to 8 12	12 0 to 12 0	12 0 to 12 0	26 0 to 26 0	26 0 to 26 0	...	...	...	...	...	...	21 4 to 21 4	21 4 to 21 4	...	...	24 4 to 24 4	24 4 to 24 4	160 0 to 160 0	160 0 to 160 0	10 0 to 10 0	10 0 to 10 0
Benares.	16 0 to 16 0	16 0 to 16 0	8 0 to 8 0	8 0 to 8 0	14 0 to 14 0	14 0 to 14 0	26 0 to 26 0	26 0 to 26 0	21 4 to 21 4	21 4 to 21 4	24 4 to 24 4	24 4 to 24 4	144 0 to 144 0	144 0 to 144 0	10 8 to 10 8	10 8 to 10 8

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Nine pies per bundle.

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RETAIL PRICES FOR THE 2ND HALF OF MAY 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

District.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (<i>Sorghum vulgare</i>).		BAIRA OR CUMBU (<i>Pennisetum typhonoides</i>).		MARUA OR RAGI (<i>Eleusine coracana</i>).		KANDRI OR KAKRI, ITALIAN MILLET (<i>Setaria italica</i>).		GRAM, CHHOLA, KADALAY OR SUNAGA (<i>Cicer arietinum</i>).		MAIZE (<i>Zea Mays</i>).		ARHAR, OR THUR, CADIAN pea (<i>Caracus sativus</i>).		Peanut Oil.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Punjab—																										
Southern—																										
Faisal	23 0	23 0	45 0	46 0	...	...	10 0	10 0	33 0	40 0	25 0	28 0	...	...	...	...	43 0	44 0	...	...	...	...	100 0	100 0	11 0	10 8
Ferozepore	24 0	23 0	33 0	33 0	...	...	10 0	10 0	31 0	31 0	31 0	31 0	...	...	...	...	37 0	39 0	39 0	39 0	...	...	110 0	110 0	13 0	12 12
Montgomery	24 0	24 0	36 0	37 0	...	...	11 0	11 0	34 0	34 0	25 0	25 0	...	...	...	...	36 0	36 0	40 0	40 0	...	...	220 0	220 0	12 8	13 0
Central—																										
Gurdian	24 0	24 0	36 0	35 0	...	...	9 0	9 0	34 0	34 0	24 0	24 0	...	...	...	...	34 0	33 0	24 0	24 0	...	...	120 0	120 0	10 0	10 0
Delhi	22 0	22 0	32 0	34 0	...	...	12 0	12 0	29 0	29 0	21 0	21 0	...	...	...	...	30 0	31 0	25 0	29 0	...	...	80 0	80 0	10 0	10 0
Rohitak	23 0	24 0	35 0	36 0	...	...	11 0	11 0	33 0	33 0	24 0	24 0	...	...	...	...	35 0	36 0	25 0	25 0	...	...	120 0	120 0	10 0	10 0
Karnal	22 0	23 0	36 0	40 0	...	...	10 0	10 0	32 0	32 0	16 0	16 0	...	...	...	...	35 0	38 0	30 0	35 0	...	...	160 0	160 0	10 0	10 0
Lahore	25 0	23 0	39 0	42 0	...	...	10 0	11 0	28 0	28 0	24 0	22 0	...	...	...	...	34 0	34 0	38 0	38 0	...	...	82 0	82 0	12 12	12 8
Sub-montane—																										
Umballa	28 0	27 0	37 0	37 0	...	...	0 0	10 0	32 0	32 0	20 0	20 0	...	...	...	...	35 0	37 0	45 0	45 0	...	...	120 0	120 0	12 12	12 12
Ludhiana	26 0	27 0	45 0	48 0	...	...	0 0	9 0	35 0	32 0	24 0	24 0	...	...	...	...	39 0	39 0	34 0	40 0	...	...	100 0	100 0	13 0	13 0
Julundur	27 0	26 0	45 0	48 0	...	...	10 0	10 0	28 0	30 0	24 0	25 0	...	...	...	...	35 0	35 0	40 0	40 0	...	...	100 0	100 0	13 0	13 0
Hoshiarpur	27 0	26 0	42 0	40 0	...	...	10 0	10 0	25 0	29 0	22 0	23 0	...	...	...	...	34 0	32 0	35 0	43 0	...	...	120 0	120 0	12 12	12 12
Gurdaspur	32 0	31 0	48 0	48 0	...	...	12 0	12 0	32 0	32 0	26 0	26 0	...	...	...	...	36 0	36 0	32 0	40 0	...	...	120 0	120 0	12 0	12 0
Amritsar	27 0	26 0	44 0	43 0	...	...	10 0	10 0	25 0	27 0	17 0	17 0	...	...	...	...	33 0	33 0	47 0	40 0	...	...	110 0	100 0	12 0	12 0
Hills—																										
Simla	18 0	19 0	25 0	26 0	...	...	8 0	8 0	16 0	18 0	13 0	18 0	...	...	...	...	23 0	21 0	30 0	27 0	...	...	90 0	90 0	8 0	9 0
Kangra	19 0	18 0	25 0	24 0	...	...	11 0	12 0	11 0	14 0	12 0	12 0	...	...	...	...	25 0	19 0	24 0	24 0	...	...	140 0	140 0	10 0	10 0
North-western—																										
Sialkot	21 0	22 0	33 0	38 0	...	...	12 0	12 0	22 0	32 0	...	...	...	...	...	...	33 0	33 0	32 0	32 0	...	...	130 0	130 0	13 0	13 0
Gujranwala	23 0	25 0	41 0	47 0	...	...	11 0	12 0	29 0	33 0	31 0	31 0	...	...	...	...	38 0	41 0	31 0	38 0	...	...	95 0	95 0	13 0	13 0
Guyat	27 0	28 0	37 0	40 0	...	...	11 0	11 0	28 0	28 0	24 0	25 0	...	...	...	...	34 0	34 0	29 0	28 0	...	...	110 0	110 0	14 0	14 0
Jhelum	30 0	32 0	41 0	46 0	...	...	13 0	13 0	34 0	35 0	31 0	33 0	...	...	...	...	33 0	33 0	29 0	30 0	...	...	120 0	120 0	14 0	14 0
Rawalpindi	24 0	29 0	37 0	38 0	...	...	8 0	8 0	30 0	33 0	35 0	38 0	...	...	...	...	29 0	29 0	35 0	37 0	...	...	70 0	70 0	13 8	13 8
Hazara	24 0	24 0	40 0	40 0	...	...	11 0	11 0	...	...	22 0	22 0	...	...	...	...	27 0	27 0	28 0	26 0	...	...	90 0	90 0	11 4	11 4
Peshawar	23 0	23 0	44 0	44 0	...	...	9 0	9 0	20 0	23 0	25 0	25 0	...	...	...	...	25 0	25 0	38 0	34 0	...	...	86 0	86 0	40 0	42 9
Kohat	29 0	30 0	47 0	54 0	...	...	12 0	12 0	25 0	25 0	35 0	37 0	...	...	...	...	32 0	34 0	41 0	40 0	...	...	205 0	205 0	50 0	50 0
Western—																										
Shahpur	33 0	33 0	43 0	46 0	...	...	9 0	9 0	32 0	38 0	32 0	32 0	...	...	...	...	42 0	45 0	30 0	30 0	...	...	160 0	160 0	13 0	13 0
Jhang	25 0	27 0	32 0	37 0	...	...	8 0	11 0	40 0	40 0	18 0	18 0	...	...	...	...	33 0	37 0	28 0	27 0	...	...	160 0	160 0	11 0	11 12
Mooltan	19 0	19 0	34 0	34 0	...	...	12 0	12 0	26 0	26 0	24 0	24 0	...	...	...	...	27 0	27 0	32 0	32 0	...	...	90 0	90 0	12 0	12 0
Fanny	37 0	38 0	64 0	73 0	...	...	10 0	10 0	46 0	46 0	52 0	59 0	...	...	...	...	52 0	50 0	56 0	60 0	...	...	90 0	90 0	50 0	50 0
D. I. Khan	30 0	30 0	44 0	48 0	...	...	8 0	8 0	36 0	36 0	30 0	30 0	...	...	...	...	41 0	45 0	30 0	30 0	...	...	125 0	125 0	44 0	44 0
Muzaffargarh	22 0	22 0	30 0	32 0	...	...	14 0	14 0	21 0	21 0	23 0	23 0	...	...	...	...	24 0	24 0	15 0	15 0	...	...	110 0	110 0	22 0	22 0
D. G. Khan	19 0	19 0	30 0	33 0	...	...	6 0	6 0	34 0	34 0	25 0	25 0	...	...	...	...	28 0	29 0	15 0	15 0	...	...	100 0	100 0	26 4	26 4
Sind and Baluchistan—																										
Karachi	16 0	15 0	...	...	...	...	9 0	9 0	20 0	20 0	15 0	15 0	...	...	...	...	20 0	20 0	...	...	...	...	91 7	91 7	14 8	14 8
Hyderabad	15 0	15 0	...	...	...	...	10 0	10 0	19 0	18 0	17 0	17 0	...	...	...	...	21 0	21 0	...	...	...	...	128 0	128 0	12 12	12 12
Thar and Parkar (Umarhol)	13 0	13 1	...	...	...	...	16 3	16 0	...	...	18 0	18 1	...	...	...	...	8 11	8 12	...	...	...	...	116 6	116 6	12 0	12 0
Sukkur (Shikarpur)	38 8	19 0	...	...	...	...	10 0	10 0	25 0	25 0	20 0	20 0	...	...	...	...	26 0	30 0	...	...	...	...	160 0	160 0	11 8	11 0
Upper Sind Frontier	17 0	18 0	...	...	...	...	9 0	9 0	24 0	24 0	20 0	21 0	...	...	...	...	24 0	25 0	...	...	...	...	213 0	213 0	10 0	10 0
Quetta	18 1	18 10	25 8	25 12	4 12	4 12	7 0	7 0	28 8	25 0	15 8	15 8	...	...	...	...	21 0	20 8	28 8	25 8	...	...	80 0	80 0	10 3	10 0

[illegible]

It Not procurable.

† Not produced.

● Not sold.

RETAIL PRICES FOR THE 2nd HALF OF MAY 1894—concluded.

QUANTITIES RUPEE IN SERS OF 80 TOLAS.

DISTRICT.	WHEAT.		BARLEY.		RICE, BROT. SORT.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		BAIRA OR SUMBU (Pennisetum polystachyum).		MARUA OR RAGI (Eleusine coracana).		KANKU OR KAKUN MILLET (Setaria italica).		GRAM, CHHOLA, KADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR TUR, CADIAN PEA (Cajanus cajan).		PINKS.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	10 14	10 14	11 5	11 5	...	...	...	...	19 11	20 6	...	...	...	...	...	...	...	...	136 2	136 2	11 10	12 10
S. Canara	9 6	9 6	...	...	10 10	10 10	12 0	12 0	...	...	...	...	19 5	19 5	...	...	...	...	...	...	...	...	121 8	121 8	11 2	13 5
South, central—																										
Coimbatore	11 8	12 5	...	...	11 11	11 11	12 11	12 11	18 3	18 3	17 8	17 8	23 0	23 0	...	...	...	...	...	...	...	...	131 3	131 3	11 3	11 11
Nilgiris	7 13	7 13	...	...	8 13	8 13	9 10	9 10	10 14	10 14	15 6	15 6	17 5	17 5	...	...	...	...	...	...	...	...	274 3	274 3	10 10	11 0
Salem	8 8	8 14	...	...	9 13	9 13	12 3	12 3	22 13	22 13	16 6	16 6	24 13	24 13	...	...	...	...	...	...	...	...	145 13	145 13	11 10	13 8
Central—																										
Bellary	12 8	12 8	...	...	10 3	10 3	10 13	10 13	23 11	23 11	20 11	20 11	23 5	23 5	...	...	...	...	...	...	...	...	85 2	85 2	11 8	11 14
Anantapur	10 10	9 10	...	...	10 11	10 11	11 14	11 14	23 3	23 3	22 10	22 10	23 5	23 5	...	...	...	...	...	...	...	...	97 3	97 3	11 8	11 14
Cuddapah	11 13	11 13	...	...	9 11	9 11	11 3	11 3	19 0	19 0	...	...	23 0	23 0	...	...	...	...	...	...	...	...	140 0	140 0	11 8	12 3
Kurnool	11 6	11 6	...	...	10 11	10 11	11 6	11 6	24 0	24 0	20 0	20 0	...	...	...	...	...	...	...	...	...	...	145 13	145 13	11 5	12 2
East Coast, north—																										
Ganjam . . . . .	...	...	...	...	10 11	10 11	12 6	12 6	...	...	...	...	21 10	21 10	...	...	...	...	...	...	...	...	86 8	86 8	10 2	10 2
Vizagapatnam	12 0	12 0	...	...	8 14	8 14	10 3	10 3	21 10	21 10	23 13	23 13	23 3	23 3	...	...	...	...	...	...	...	...	72 14	72 14	11 11	11 11
Godavari	10 13	10 13	...	...	11 14	11 14	14 0	14 0	15 6	15 6	22 14	22 14	25 8	25 8	...	...	...	...	...	...	...	...	133 11	133 11	12 2	11 6
East Coast, central—																										
Kistna	9 14	8 14	...	...	9 13	10 6	10 6	11 0	20 8	19 0	...	...	23 13	27 13	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nelluru	9 16	9 10	...	...	11 2	11 2	14 13	14 13	20 10	20 10	...	...	21 2	21 2	...	...	...	...	...	...	...	...	92 5	92 5	12 13	12 13
East Coast, south—																										
Madras	9 10	11 6	...	...	11 10	11 10	12 8	12 8	17 5	17 5	17 13	17 13	20 14	20 14	...	...	...	...	...	...	...	...	102 2	102 2	13 5	13 2
Chingleput . . . . .	...	...	...	...	9 0	9 0	10 10	10 10	...	...	13 3	13 3	20 10	20 10	...	...	...	...	...	...	...	...	108 14	108 14	13 5	13 3
N. Arcot	8 8	8 8	...	...	9 6	9 6	11 5	11 5	20 0	20 0	18 3	18 3	23 2	23 2	...	...	...	...	...	...	...	...	160 13	160 13	12 2	14 11
S. Arcot	7 0	7 0	...	...	12 3	12 3	14 0	14 0	20 3	20 3	17 11	17 11	19 14	19 14	...	...	...	...	...	...	...	...	209 0	209 0	12 13	11 11
Tanjore	7 6	7 6	...	...	13 11	13 11	14 0	14 0	15 14	15 14	16 0	16 0	22 11	21 14	...	...	...	...	...	...	...	...	145 13	145 13	12 14	12 14
Trichopoly	6 10	6 10	...	...	12 3	12 3	12 8	12 8	18 3	17 8	22 14	22 14	21 0	21 0	...	...	...	...	...	...	...	...	143 6	143 6	11 10	12 10
South—																										
Tinnevely	9 3	9 3	...	...	11 14	12 5	12 6	12 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58 5	58 5	12 11	13 14
Madura	8 8	8 8	...	...	11 5	10 2	11 13	10 10	19 6	19 6	17 10	17 10	23 3	23 3	...	...	...	...	...	...	...	...	97 3	97 3	12 11	13 10
Mysore—																										
Mysore	10 0	10 4	10 0	10 4	8 8	9 0	10 4	10 4	29 0	24 0	16 0	16 0	26 0	27 0	...	...	...	...	...	...	...	...	102 0	102 0	10 0	10 0
Bangalore	12 0	12 0	11 0	11 0	8 0	8 0	8 8	8 8	21 0	21 0	...	...	31 8	31 8	...	...	...	...	...	...	...	...	84 0	84 0	10 0	10 0
Kolar	9 12	9 4	10 12	10 12	10 8	10 8	12 0	12 0	20 0	20 0	18 0	18 0	30 0	29 0	...	...	...	...	...	...	...	...	150 0	150 0	10 0	10 0
Tumkur	12 0	12 0	10 0	10 0	10 0	10 0	10 0	10 0	24 0	25 0	32 0	32 0	34 0	34 0	...	...	...	...	...	...	...	...	224 0	224 0	10 0	10 0
Hassan . . . . .	...	...	10 0	10 0	9 0	9 0	10 8	10 8	...	...	...	...	35 0	35 0	...	...	...	...	...	...	...	...	200 0	200 0	8 8	8 8
Kadur . . . . .	...	...	10 0	10 0	9 0	9 0	10 8	10 8	...	...	...	...	32 0	32 0	...	...	...	...	...	...	...	...	240 0	240 0	9 0	9 0
Shimoga	10 0	10 0	11 0	11 0	9 3	9 3	12 14	12 14	28 6	28 14	...	...	40 3	29 0	...	...	...	...	...	...	...	...	272 0	272 0	10 0	10 8
Chitaldroog	13 0	12 0	14 0	14 0	10 0	10 0	12 0	12 0	34 0	36 0	24 0	24 0	42 0	40 0	...	...	...	...	...	...	...	...	320 0	320 0	9 8	9 8
Coorg—																										
Coorg	8 8	8 0	7 8	7 8	9 8	9 8	12 8	12 8	...	...	...	...	31 0	30 0	...	...	...	...	...	...	...	...	110 0	110 0	9 0	9 8
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	...	...	...	...	...	...	...	...	...	...	56 0	56 0	32 0	32 0

° Net sold.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, June 30th, 1894.

General Summary.—The Bombay branch of the monsoon current has continued feeble, and gave very little rain to the West Coast districts during the week. The rainfall has been mainly determined by the depression which formed in the Bay on the 17th to 19th June, and which had advanced as far as Chota Nagpur by the close of the previous week. By the morning of the 24th it had moved to Baghelkhand and the south-eastern districts of the North-Western Provinces, and remained nearly stationary for the next four days, intensifying slightly and giving heavy rain in that area. Allahabad received 13·66 inches during the 25th, 26th, and 27th, and Gorakhpur and Jhansi over 4 inches on the 26th. By the morning of the 28th the depression had advanced further westwards into Bundelkhand, and had given the large fall of 9·29 inches at Nowgong. It then commenced filling up, and, moving into Rajputana during the next twenty-four hours, had apparently filled up completely by the morning of the 30th. It had been in existence for thirteen days, and had thus been marked by unusual vitality, and formed the chief feature of interest in the meteorology of the week. Before its complete disappearance another depression had commenced forming at the head of the Bay, and by Saturday morning was crossing the coast between Balasore and Saugor Island.

Thunderstorms were reported from the Punjab on the 29th, which gave heavy local showers at some stations, Ludhiana receiving 4·28 inches and Simla 3·11 inches. Rain continued next day in the South-East Punjab and in the hill districts and caused a large reduction in temperature, the average mean temperature of the whole of the Punjab falling 8° on the 30th. Temperature was unusually low throughout the week in the North-Western Provinces due to the heavy rain given by the cyclonic storm in that area. The mean temperature for the whole of India for the week was 1·1° below the normal.

Daily Summary.—*Sunday.*—Pressure had fallen briskly in Northern India, and the depression which had advanced as far as Chota Nagpur the previous day was shown to have moved into Baghelkhand and the south-eastern districts of the North-Western Provinces, with its centre between Cawnpore and Allahabad. Feeble cyclonic winds were blowing in the area of low pressure. The most important falls of rain reported were: Moulmein 2·46 inches, Barisal 2·44 inches, Cuttack 2·4 inches, and Chakrata 2·08 inches.

Monday.—Pressure had fallen locally at Allahabad, and the depression which practically covered the same area had intensified slightly. Pressure changes everywhere were small in amount. Winds continued cyclonic in direction in the depression area, and were strong at Sutna. The rainfall of the previous twenty-four hours was general and well distributed over the Gangetic plain and Bihar, and was increasing in amount in the area covered by the cyclonic

storm. The chief falls were: Moulmein 3·18 inches, Rangoon 2·87 inches, Gnatong 3 inches, Darjeeling 2·84 inches, Dinajpur 1·91 inches, Allahabad 1·98 inches, Umballa 2·02 inches, and Saugor 2·63 inches.

Tuesday.—Pressure had increased over nearly the whole of India, but had fallen locally at Benares. The cyclonic storm had shifted slightly to the east, but was unchanged in character. Winds in this area continued feeble, but the rainfall had increased considerably, Allahabad, Jhansi, and Gorakhpur each receiving amounts exceeding four inches. The Bombay monsoon current continued to give very little rain. The following stations reported falls exceeding 2 inches: Dhubri (5·1 inches), Allahabad (4·81 inches), Gorakhpur (4·26 inches), Jhansi (4·04 inches), Saugor (4·1 inches), Jubbulpore (2·46 inches), Rangoon (2·42 inches), Darjeeling (2·25 inches), Jalpaiguri (2·85 inches), Dinajpur (2·37 inches), and Dehra Dun (2·49 inches).

Wednesday.—The most important change in the pressure distribution was due to a brisk fall of pressure at Allahabad and Lucknow, further intensifying the cyclonic storm in the eastern districts of the North-Western Provinces. The cyclonic circulation of winds was well marked in this area, and unusually strong winds were blowing at Allahabad and Benares. Winds had also increased in strength in the West Coast, and were very strong in Sind, Kathiawar, Gujarat, and West Rajputana. Temperature was on the average of all stations 6° lower than the normal in the North-Western Provinces, where the depression continued to give increasingly heavy downpours of rain. Allahabad registered the large fall of 6·87 inches and Benares a fall of nearly 2 inches. Falls of over 2 inches were also received at Barisal, Dinajpur, Toungoo, Bhamo, and Diamond Island.

Thursday.—Pressure had increased rapidly at Allahabad and fallen rapidly at Jhansi and Nowgong, and the depression after having remained practically stationary in the North-Western Provinces for the past four days had moved slightly west-north-westwards, and had given heavy rain at Nowgong, where a fall of 9·29 inches had been registered. Other falls of importance were: 3·67 inches at Jalpaiguri and 2·50 inches at Jhansi. No other stations reported falls exceeding 2 inches. Pressure had also fallen briskly over the head of the Bay, and a tendency was shown to the formation of another depression in South Bengal and the head of the Bay. Winds had fallen off considerably in strength, and had shifted in direction, in South Bengal.

Friday.—A very rapid rise of pressure had taken place in the Punjab following upon a remarkable series of duststorms and thunderstorms in that area, which had given heavy rain at Simla and Ludhiana. The feeble disturbance at the head of the Bay covered the same area, and had not intensified perceptibly. The cyclonic storm which had advanced into Bundelkhand the previous day had moved further westwards into Rajputana, but was filling up and was barely discernible. It had, however, given heavy rain at Neemuch. Rainfall was more local than for some days past in Bengal, Burma, and the Gangetic plain, and light showers of little importance were received in the West Coast districts and the Central Provinces. Silchar received 3·4 inches, Cuttack 2·46 inches, Neemuch 4·86 inches, Ludhiana 4·28 inches, and Simla 3·11 inches.

Saturday.—Pressure had changed very irregularly in the North and East Punjab, had increased briskly in Burma and the Peninsula, slightly in Bengal, and rapidly in Sind and the South-West Punjab. The depression in the north-west angle of the Bay was shown crossing the coast between Balasore and Saugor Island; but it was a very shallow one, and pressure in the central area was only about '03" below the normal. Winds were feebly cyclonic in direction in its area, and were strengthening at Saugor Island. Temperature had decreased considerably in the Punjab, Rajputana, and Central India, the decrease averaging 8° in the Punjab and 6° in Central India. The only falls of rain exceeding 2 inches were reported from Cuttack (3·13 inches), Mount Abu (3·52 inches), and Umballa (2·13 inches).

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India :

PROVINCE.	June 1894.							Mean variation of week.
	24th.	25th.	26th.	27th.	28th.	29th.	30th.	
	0	0	0	0	0	0	0	0
Burma	+0·3	+0·6	+0·9	—1·0	—0·5	—0·5	—0·6	—0·1
Bengal and Assam	—1·4	—1·2	—1·1	—0·5	—0·3	+0·1	+0·4	—0·6
North-Western Provinces and Oudh	—7·1	—6·8	—5·7	—5·8	—3·8	—3·8	—2·2	—5·0
Punjab	—2·3	—2·5	—0·9	+0·2	+1·6	—0·6	—8·1	—1·8
Bombay	+1·1	+1·2	+1·5	+1·7	+1·8	+1·9	+1·5	+1·5
Central Provinces and Berar	—7·8	—5·9	—3·0	—0·7	+0·3	—1·3	+0·2	—2·6
Central India and Gujarat	—3·3	—3·1	—2·7	—2·9	—3·3	—5·5	—3·9	—3·5
Sind and Rajputana	+0·2	+0·9	+1·0	+0·4	+0·5	—0·3	—2·5	0
Madras	+1·0	+2·1	+2·1	+2·5	+2·8	+3·5	+2·3	+2·3
Mean for whole of India	—2·1	—1·6	—0·9	—0·7	—0·1	—0·7	—1·4	—1·1

The variations of the mean temperature from the normal were about the same as for the previous week in Burma, Bengal, Assam, Central India, and Gujarat. In the Punjab, the Central Provinces, Berar, Bombay, Sind, Rajputana, and Madras temperature had risen, the rise being greatest in Madras, Sind, and Rajputana. In the North-Western Provinces alone temperature had fallen and was considerably below the normal during the week, the deficiency for the whole week averaging 5°.

In Burma, Bengal, Assam, Sind, and Rajputana temperature was normal, and in Bombay and Madras in excess. In all other provinces temperature was in slight to considerable defect.

As is usual at this time of the year, the rainfall has hence been the main factor in determining the changes of temperature. The feebleness of the Bombay monsoon current caused abnormally high temperatures in Bombay, Madras, Sind, and Rajputana, and the heavy rain accompanying the cyclonic storm in Northern India reduced the temperature of the North-Western Provinces during the first part of the week, and of Central India, Sind, and Rajputana during the second part.

Rainfall.—The Bombay branch of the monsoon current has given very little rain during the week, and hence the week's rainfall was in defect of the normal in the Bombay and Malabar Coast districts, Madras, Rajputana, Kathiawar, and the western districts of the Central Provinces. On the other hand, the cyclonic storm in Northern India has given heavier rain than usual in the areas affected by it, and the rainfall of the week thus exceeded the normal in Bengal, the North-Western Provinces, the Punjab, the central districts of the Central Provinces, and the eastern districts of Central India.

For the period ending 30th June rainfall was in excess in Tenasserim, Deltaic Bengal, Orissa, Chota Nagpur, Bihar, the Bombay Deccan, and the East Coast (North) of Madras, but was in defect in the remainder of Burma, Bengal, Madras, and the Bombay and Malabar Coast districts, and also in Assam and Berar. It was in excess in the North-Western Provinces, the Punjab, the Central Provinces, Gujarat, Kathiawar, Central India, and Rajputana.

Amounts exceeding 10 inches were received during the week at several stations in Burma, Bengal, Assam, the North-Western Provinces, the Punjab hill districts, the central districts of the Central Provinces, and the eastern districts of Central India. The largest amounts are the following:

Cherra (Khasia and Jaintia Hills)	19.98 inches.
Barberu (Banda)	19.08 "
Allahabad	15.72 "

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JUNE 30TH, 1894.			RAINFALL DATA FROM JUNE 3RD TO JUNE 30TH, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 3rd to June 30th.	Excess or de- fect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	11'57	8'88	+ 2'69	55'09	37'73	+ 46
	Lower Burma	3'42	5'08	- 1'66	16'72	17'97	- 7
	Central Burma	3'75	3'53	+ 0'22	12'81	14'74	- 13
	Upper Burma	1'04	?	?	3'97	?	?
	Arakan	11'14	9'53	+ 1'61	36'76	49'87	- 26
BENGAL AND ASSAM	Eastern Bengal	5'48	4'26	+ 1'22	16'02	19'45	- 13
	Assam (Surma)	7'88	8'12	- 0'24	31'60	35'24	- 10
	Do. (Brahmaputra)	4'55	3'62	+ 0'93	14'26	14'70	- 3
	Deltaic Bengal	2'42	2'18	+ 0'24	10'37	10'11	+ 3
	Central Bengal	3'80	2'51	+ 1'29	9'54	10'01	- 5
	North Bengal	10'15	6'00	+ 4'15	20'49	23'82	- 14
	Orissa	3'59	3'28	+ 0'31	10'22	8'47	+ 21
	Chota Nagpur	2'47	2'46	+ 0'02	9'74	7'87	+ 24
	Bihar (South)	4'11	2'15	+ 1'96	7'42	5'76	+ 29
	Do. (North)	4'19	2'49	+ 1'70	8'37	8'40	0
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East)	5'84	1'91	+ 3'93	8'49	4'27	+ 99
	Do. (Submontane) (a)	5'23	2'33	+ 2'90	8'89	5'35	+ 66
	Oudh (South)	6'36	2'13	+ 4'23	9'50	4'34	+ 119
	Do. (North)	4'83	2'22	+ 2'61	8'71	4'92	+ 77
	North-Western Provinces (Central)	6'32	1'40	+ 4'92	8'79	3'31	+ 166
	North-Western Provinces (West)	2'17	1'15	+ 1'02	3'89	2'51	+ 55
	North-Western Provinces (Submontane) (b)	2'65	2'10	+ 0'55	8'27	4'85	+ 71
PUNJAB	Punjab (South)	1'04	0'53	+ 0'51	5'30	1'41	+ 276
	Do. (Central)	1'18	1'10	+ 0'08	3'83	2'28	+ 68
	Do. (Submontane)	3'36	1'18	+ 2'18	11'56	2'65	+ 336
	Do. (Hill Districts)	6'11	3'55	+ 2'56	17'59	8'11	+ 117
	Do. (North-West)	1'15	0'53	+ 0'62	3'54	1'43	+ 147
	Do. (West)	0'17	0'19	- 0'02	0'71	0'57	+ 25
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	3'15	6'93	- 3'78	26'37	33'93	- 22
	Madras (South Central)	0'06	0'83	- 0'77	1'54	4'60	- 67
	Coorg	1'55	6'23	- 4'68	20'90	24'92	- 16
	Mysore	0'10	1'17	- 1'07	2'08	4'51	- 54
	Konkan	2'25	8'92	- 6'67	24'90	27'58	- 10
	Bombay Deccan	0'44	1'09	- 0'65	5'79	4'93	+ 17
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	0'46	1'11	- 0'65	3'49	4'61	- 24
CENTRAL PROVINCES AND BERAR.	Berar	1'14	2'10	- 0'96	7'22	7'55	- 4
	Central Provinces (West)	1'56	2'18	- 0'62	7'57	7'10	+ 7
	Ditto (Central)	4'08	3'21	+ 0'87	11'14	8'23	+ 35
	Ditto (East)	2'23	3'16	- 0'93	10'06	8'73	+ 15
BOMBAY (NORTH)	Gujarat	3'19	2'82	+ 0'37	10'07	5'90	+ 71
	Kathiawar	0'24	1'16	- 0'92	6'97	2'80	+ 149
	Sind	0'22	0'19	+ 0'03	0'29	0'29	0
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	5'60	2'58	+ 3'02	10'47	7'29	+ 44
	Rajputana (East), Central India (West)	1'40	1'81	- 0'41	5'15	4'10	+ 26
	Rajputana (West)	0'20	0'53	- 0'33	5'60	1'75	+ 220
MADRAS	East Coast (North)	0'86	1'42	- 0'56	4'86	4'56	+ 7
	Ditto (ditto) (a)	2'45	3'81	- 1'36	8'17	10'15	- 18
	Hyderabad (South)	0'05	1'00	- 0'95	1'54	4'19	- 63
	Madras (Central)	0'02	0'58	- 0'56	0'96	2'46	- 61
	East Coast (Central)	0'02	0'03	- 0'01	1'80	2'64	- 32
	Ditto (South)	0'07	0'02	- 0'55	0'89	2'05	- 56
	Madras (South)	0'19	0'22	- 0'03	0'34	1'04	- 67

SIMLA, 5th July 1894.

W. A. BION,
Actg. Asst. Meteorological Reporter to the
Government of India.

E. C. BUCK,
Secretary to the Government of India.

B

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 30th June.*—Rainfall moderate on the West Coast, Ganjam, and Vizagapatam; light in Godavari and Nilgiris, and a few small scattered showers in some other districts. The rainfall to date is about average in the Circars, the Central districts, and the West Coast; elsewhere it is below. Cultivation and sowing proceeding generally. Standing crops fair, but rain is needed in parts, especially in the southern half of the Presidency. Pasture still scarce, but fodder sufficient. Prices very high and rising slightly.

Bombay.—*For week ending 4th July.*—Rain throughout the Presidency, but more is urgently required in several districts. Standing crops withering in parts of two districts. Preparations for next season progressing in parts of nine districts. Sowing continues in parts of twelve districts, but is retarded in eight for want of rain. Transplanting progressing in parts of two districts, but retarded in parts of three others. Agricultural stock poor in parts of one district. Fodder insufficient in parts of three districts. Prices steady, except in parts of two districts.

Bengal.—*For week ending 30th June.*—Heavy rain in all districts during the week. Cultivation is general, and transplanting of rice seedlings has begun. Prospects of early rice, jute, sugarcane, and indigo continue favourable. The harvesting of early rice and jute in North and East Bengal and of indigo in Bihar is in progress. Prices continue normal, except in the Eastern districts, where they are still high.

North-Western Provinces and Oudh.—*For week ending 4th July.*—Rain has been general and heavy in some districts. Sowings for the autumn crops progressing rapidly. Sugarcane flourishing. Markets well supplied. Prices normal.

Punjab.—*For week ending 4th July.*—Rain has fallen all over the province. Threshing of spring crops nearly over. Ploughing and sowings of autumn crops in progress, but more rain is wanted in Shahpur. Extra spring crops in good condition. Prospects of standing autumn crops are generally reported good. Cattle are in good condition, and fodder is sufficient throughout the province. Prices continue high in Umballa, rising in five other districts, falling in two others, and low elsewhere.

Central Provinces.—*For week ending 4th July.*—Rain has fallen irregularly, Saugor registering the largest quantity with 3 inches; the lower Nerbudda valley has received about 2 inches, but in Jabalpur there has been apparently very little. About half an inch has fallen in the Nagpur country, and from 1 to 2 inches in Chhattisgarh. Prospects continue generally favourable. In Saugor the number on relief works shows a small increase, and is 7,758; in Deomoh there is also a small increase, the number being 1,477. No gratuitous relief. The Saugor district has imported 22,000 maunds of grain and the Damoh district 6,400 maunds. Prices are steady in both districts—wheat at $13\frac{3}{4}$ and $10\frac{3}{4}$ seers and gram at $18\frac{1}{2}$ and $13\frac{3}{4}$ seers. Prices are rising in Jabalpur and Narsinghpur, where they stand now—wheat at 14 and 12 seers and gram at 22 and 21 seers respectively; a slight fall in Hoshangabad, where wheat sells at 17 seers.

Burma.—*For week ending 30th June.*—The rainfall has been general. Ploughing for the main paddy crop throughout Burma is general. Nurseries are being sown in some districts, and transplanting has commenced. Cotton and sesamum are being sown in Upper Burma. Crop prospects are generally fair, but more rain is wanted in two districts of Upper Burma. Fodder and water-supply sufficient. Prices are normal in many districts, but show a rising tendency at the four rice ports.

Assam.—*For week ending 3rd July.*—Weather seasonable. Sowing and transplanting of late rice in progress. Prospects of tea good. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 4th July.*—**MYSORE:** Slight rain in parts. Crops and prospects good. Rice harvested in parts of the Tumkur and Chitaldrug districts. Prices fallen in three districts.

COORG: Rainfall good. Sowing of rice still continues. Prospects of coffee, cardamom, and *ragi* (*Eleusine coracana*) fair. Fodder and water for cattle abundant. Prices continue normal.

Berar and Hyderabad.—*For week ending 4th July.*—**BERAR:** Weather cloudy with occasional light showers. Ploughing in progress, and autumn sowings commenced in all districts. Fodder sufficient, except in the Akola and Ellichpur talukas. Water-supply sufficient. Prices fluctuating in Wun and Buldana.

HYDERABAD: Rainfall moderate. Lands being prepared for sowing of autumn crops. Prices normal.

Central India.—*For week ending 4th July.*—Rain fell throughout Central India during the week; the fall was sufficient, except in parts of Gwalior and Bhopawar. Ploughing, sowing, and weeding in progress. Agricultural stock in good condition, except in parts of Gwalior and Bhopal. Pasturage is generally good. Prices of food-grains above normal in Bhopal, Goona, and parts of Gwalior; at normal in other Agencies.

Rajputana.—*For week ending 4th July.*—Rainfall good throughout Rajputana; very heavy rain at Abu. Agricultural operations in progress. Agricultural stock generally good, and pasturage or fodder sufficient. Prices risen in six States, falling in two, fluctuating in one, and steady elsewhere.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 3rd July.*—Rainfall moderate. Reaping of barley in progress, and that of wheat commenced in some places. Prices continue normal.

JAMMU PROVINCE.—*For week ending 3rd July.*—Heavy rain. Weather cloudy. Sowing of autumn crops in progress. Standing crops in good condition. Fodder sufficient. Prices continue normal.

Nepal.—*For week ending 30th June.*—Weather sultry and showery. Transplanting of rice commenced.

E. C. BUCK,

Secretary to the Government of India.

Under Secretary.

F. B. HEBBERT,

(A) Total earnings from 12th April to 24th June 1893.

SINLA, the 5th July, 1894.

RAILWAYS.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 24TH JUNE 1893, AND FROM 1ST JANUARY TO 23RD JUNE 1894.

N.B.—As regards the figures in column Total Earnings from 1st January 1894, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1893.	WEEK ENDING 24TH JUNE 1893.		WEEK ENDING 23RD JUNE 1894.		Earnings from 1st January to 24th June 1893.	Earnings from 1st January to 23rd June 1894.	Increase.	Decrease.		
		Mean mileage worked.	Earnings.	Mean mileage worked.	Earnings.						
			Total.		Per mile open per week.					Total.	Per mile open per week.
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.		
Standard gauge—											
East Indian	619	1,634	9,71,024	594	1,683	9,92,660	590	2,58,63,191	2,77,78,284	19,15,093	...
Bengal-Nagpur	180	863	93,872	109	862	74,388	86	39,30,527	41,05,023	1,74,496	...
Indian Midland	145	752	59,351	79	752	1,06,579	142	27,93,418	31,42,067	3,48,649	...
Bezwada Extension	96	21	1,219	58	21	2,082	99	49,772	53,201	3,429	...
Metro gauge—											
Rajputana-Malwa (a)	296	1,699	4,10,953	242	1,719	4,26,630	248	1,26,60,177	1,38,29,118	11,68,941	...
South Indian	157	1,043	1,63,564	157	1,042	1,67,374	161	40,16,140	36,20,880	...	3,95,260
Southern Mahratta (b)	109	1,156	1,20,411	104	1,104	1,41,601	122	30,76,093	33,47,640	2,71,547	...
Bengal and North-Western (c)	162	756	1,00,394	133	756	1,20,250	159	30,04,156	30,92,892	...	1,264
Rohilkund and Kumaon (Lucknow-Bareilly section)	74	199	13,170	66	200	13,664	68	4,00,789	4,90,341	89,552	...
Palampur-Deesa	...	...	...	...	17	710	42	...	20,768	20,768	...
Máyavaram-Mutpet	...	...	...	...	54	4,478	83	...	(d) 43,028	43,028	...
TOTAL	272	8,123	19,33,958	238	8,270	20,50,416	248	5,58,89,263	5,95,23,242	36,33,979	...
State lines worked by the State.											
Standard gauge—											
North Western (state) (e)	229	2,509	5,66,198	226	2,507	6,32,282	252	1,43,10,416	1,58,32,250	15,11,834	...
Oudh and Rohilkhand (state)	272	692	1,52,909	221	797	2,29,748	238	47,13,309	53,23,239	6,11,930	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	250	777	2,30,605	297	813	2,22,140	273	48,45,862	56,75,545	8,29,683	...
Bengal Central (f)	120	125	13,130	105	125	15,030	120	3,79,839	3,98,861	9,022	...
East Coast (state)	55	91	(g) 3,320	30	266	22,245	84	(g) 91,023	6,11,493	5,20,470	...
Metro gauge—											
Burma (state)	274	728	1,07,252	147	730	1,01,625	139	40,93,106	36,77,629	...	4,15,477
Special gauges—											
Jorhat (state provincial)	46	25	1,717	69	25	1,529	61	30,140	29,331	...	809
Cherra-Companyganj (state provincial)	58	8	303	38	8	491	61	11,751	11,948	197	...
TOTAL	231	4,955	10,75,434	217	5,271	12,25,090	232	2,84,85,444	3,15,52,296	30,66,850	...
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (h)	610	1,490	5,64,531	379	1,490	5,57,097	374	2,31,37,331	2,23,31,728	...	8,05,603
Bombay, Baroda and Central India	765	461	2,38,455	517	461	2,06,000	577	80,31,968	92,37,537	3,95,549	...
Madras	242	840	2,17,328	259	840	2,01,983	240	51,00,431	48,83,541	...	2,16,890
TOTAL	575	2,791	10,20,314	366	2,791	10,25,080	367	3,71,69,750	3,64,52,806	...	7,16,944
TOTAL (GUARANTEED AND STATE)	304	15,861	40,29,706	254	10,332	43,00,586	263	12,15,44,459	12,75,28,344	59,83,885	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	140	161	21,867	136	161	22,112	137	5,80,208	6,80,474	1,00,266	...
Tarkessur	277	22	4,102	186	22	6,109	278	1,56,350	1,71,902	15,552	...
Metro gauge—											
Rohilkund and Kumaon (Company's section)	122	67	7,256	108	67	9,436	141	1,98,397	2,41,702	43,305	...
Dibru-Sadiya	126	78	9,126	117	78	10,449	134	2,46,769	2,68,353	21,584	...
Special gauge—											
Darjeeling-Himalayan	237	51	13,589	266	51	13,265	260	3,02,600	2,99,665	...	2,935
TOTAL	155	379	55,940	148	379	61,371	161	14,84,324	16,62,096	1,77,772	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
The Nizam's guaranteed state	173	333	36,710	110	333	69,062	210	14,19,504	15,19,578	1,00,074	...
The Gaekwar's Petlad	103	13	1,090	84	13	1,460	112	34,702	36,601	1,899	...
Rajpura-Bhatinda	124	108	13,020	121	108	15,859	147	3,35,735	3,98,721	62,986	...
Kolar-Gold fields	...	...	...	...	10	3,083	368	...	(i) 7,441	7,441	...
Metro gauge—											
Southern Mahratta (Mysore section) (j)	104	331	36,419	110	362	36,261	100	8,57,787	7,79,196	...	78,591
The Gaekwar's Mchana	80	93	4,079	44	93	6,940	75	1,87,266	2,26,678	39,412	...
Kolhapur	83	29	1,963	68	29	1,872	65	60,638	66,087	5,449	...
Special gauge—											
The Gaekwar's Dabhoi	82	72	2,859	40	72	3,020	42	1,50,362	1,47,772	...	2,590
TOTAL	125	979	96,140	98	1,020	1,38,457	126	30,45,994	31,82,074	1,36,080	...
Lines owned and worked by native states.											
Metro gauge—											
Bhavnagar-Gondal-Junagarh-Porbandar	148	334	18,968	57	334	20,908	63	12,55,705	11,04,384	...	1,51,321
Jetalsar-Rajkot	24	46	516	11	46	2,924	64	(k) 28,887	79,953	51,066	...
Jodhpur-Bikaner	53	364	16,339	45	364	19,200	53	4,50,873	6,78,229	2,27,356	...
Special gauge—											
Morvi	70	94	6,660	71	94	4,034	43	1,64,522	1,73,636	9,114	...
TOTAL	93	818	42,483	51	838	47,066	56	18,99,287	20,36,202	1,36,215	...
GRAND TOTAL	282	18,065	42,24,269	234	18,569	45,47,480	245	12,70,74,764	13,44,08,716	64,33,052	...

(a) Includes the Godhra-Rutlam railway.

(b) Includes the Guntakal-Mysore frontier section from 1st April 1893.

(c) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(d) Total earnings from 2nd April to 23rd June 1894.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Earnings of the Bezwada-Godavari section from the date of opening, viz., 20th February 1893.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamgaon, and Amratoti railways.

(i) Total earnings from 1st to 23rd June 1894.

(j) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(k) Total earnings from 12th April to 24th June 1893.

F. B. HEBBERT,

Under Secretary.

SIMLA, the 5th July, 1894.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XII of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings* from 1st April 1894, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 24TH JUNE 1893.				WEEK ENDING 23RD JUNE 1894.				Earnings from 1st April to 24th June 1893.	Earnings from 1st April to 23rd June 1894.	Increase.	Decrease.
		Mean mile-age worked.	Earnings.		Mean mile-age worked.	Earnings.							
			Total.	Per mile per open per week.		Total.	Per mile per open per week.						
Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
State lines worked by companies.													
Standard gauge—													
East Indian	602	1,634	9,71,024	594	1,683	9,92,660	500	1,27,01,854	1,32,29,811	5,27,957	...	...	1,02,077
Bengal-Nagpur	149	863	93,872	100	862	74,388	86	18,51,566	17,49,489	...	...	...	...
Indian Midland	132	752	59,351	79	752	1,06,579	142	13,54,969	15,87,918	2,32,949	...	...	...
Bezwada Extension	95	21	1,219	58	21	2,082	99	20,551	26,812	6,261	...	...	...
Metre gauge—													
Rajputana-Malwa (a)	261	1,699	4,10,913	242	1,719	4,26,630	248	62,08,952	69,74,691	7,65,747	...	...	...
South Indian	144	1,043	1,63,504	157	1,042	1,07,374	161	20,04,777	18,78,911	...	...	...	1,25,866
Southern Mahratta (b)	100	1,156	1,20,411	104	1,164	1,41,001	122	16,34,520	18,01,959	1,67,439	...	...	...
Bengal and North-Western (c)	132	756	1,00,394	133	756	1,20,250	159	15,37,404	16,41,593	1,04,189	...	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	109	13,170	66	200	13,664	...	1,91,201	2,27,355	36,154	...	...	...
Palanpur-Deesa	41	...	...	...	17	710	42	...	10,628	...	...	...	...
Máyavaram-Mutupet	...	...	...	...	54	4,478	83	...	(d) 43,028	43,028	...	...	...
TOTAL	250	8,123	19,33,958	238	8,270	20,50,416	248	2,75,05,794	2,91,72,203	16,66,409	...	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state) (e)	232	2,509	5,66,198	226	2,507	6,32,282	252	68,62,406	75,86,168	7,23,762	...	...	...
Oudh and Rohilkhand (state)	242	692	1,52,909	221	797	2,29,748	288	23,47,812	27,05,044	3,57,232	...	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	309	777	2,30,605	297	813	2,22,140	273	22,43,952	24,84,832	2,40,880	...	...	...
Bengal Central (f)	120	125	13,130	105	125	15,030	120	1,76,619	1,88,024	11,405	...	...	...
East Coast (state)	66	91	(g) 3,320	36	266	2,245	84	(g) 63,415	3,40,560	2,77,145	...	...	...
Metre gauge—													
Burma (state)	171	723	1,07,252	147	730	1,01,625	139	16,07,444	14,59,442	...	...	1,48,002	...
Special gauges—													
Jorhat (state provincial)	49	25	1,717	69	25	1,529	61	10,866	14,939	...	...	1,927	...
Cherra-Companyganj (state provincial)	54	8	303	38	8	491	61	5,361	5,977	616	...	...	...
TOTAL	225	4,955	10,75,434	217	5,271	12,25,090	232	1,33,23,875	1,47,84,986	14,61,111	...	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h)	510	1,490	5,64,531	379	1,490	5,57,997	374	1,15,71,562	1,00,80,405	...	...	14,91,157	...
Bombay, Baroda and Central India	638	461	2,38,455	517	461	2,06,000	577	48,69,216	49,85,539	1,16,323	...	...	...
Madras	238	840	2,17,328	259	840	2,01,983	240	24,52,180	23,54,916	...	...	97,264	...
TOTAL	449	2,791	10,20,314	366	2,791	10,25,080	367	1,48,92,958	1,74,20,860	...	...	14,72,098	...
TOTAL (GUARANTEED AND STATE)													
	277	15,869	40,29,706	254	16,332	43,00,586	263	5,97,22,627	6,13,78,049	16,55,422	...	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	150	161	21,867	136	161	22,112	137	2,99,249	3,58,973	59,724	...	...	...
Tarkessur	253	22	4,102	186	22	6,109	278	78,277	87,353	9,076	...	...	...
Metre gauge—													
Rohilkund and Kumaon (Company's section)	136	67	7,256	108	67	9,436	141	1,24,077	1,17,201	...	...	6,876	...
Dibru-Sadiya	130	78	9,126	117	78	10,449	134	1,24,019	1,29,887	5,868	...	...	...
Special gauge—													
Darjeeling-Himalayan	238	51	13,589	266	51	13,205	260	1,68,343	1,67,623	...	...	720	...
TOTAL	161	379	55,940	148	379	61,371	162	7,93,965	8,61,037	67,072	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	158	333	36,710	110	333	69,962	210	6,67,859	7,92,072	1,24,213	...	...	...
The Gaekwar's Petlad	92	13	1,090	84	13	1,460	112	16,704	20,079	3,375	...	...	...
Rajpura-Bhatinda	129	108	13,020	121	108	15,859	147	1,76,710	2,10,313	33,603	...	...	...
Kolar-Goldfields	...	...	...	...	10	3,083	308	...	(i) 7,441	7,441	...	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (j)	95	331	36,419	110	362	36,261	100	4,14,011	3,87,891	...	...	26,120	...
The Gaekwar's Mehsana	75	93	4,079	44	93	6,940	75	94,174	1,07,099	13,925	...	...	...
Kolhapur	77	29	1,963	68	29	1,872	95	28,844	35,568	6,724	...	...	...
Special gauge—													
The Gaekwar's Dabhoi	67	72	2,859	40	72	3,020	42	77,756	75,049	...	...	2,707	...
TOTAL	115	979	96,140	98	1,020	1,38,457	136	14,75,958	16,35,512	1,60,454	...	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Portbandar	118	334	18,968	57	334	20,908	63	6,80,203	5,50,069	...	...	1,30,134	...
Jetalsar-Rajkot	60	46	516	11	46	2,924	64	(k) 28,887	41,404	12,517	...	...	...
Jodhpur-Bikaner	54	364	16,339	45	364	19,200	53	2,11,627	3,22,396	1,10,769	...	...	...
Special gauge—													
Morvi	67	94	6,660	71	94	4,934	43	84,640	88,217	3,577	...	...	...
TOTAL	81	838	42,483	51	838	47,066	56	10,05,357	10,02,086	...	...	3,271	...
GRAND TOTAL													
	257	18,065	42,24,269	234	18,569	45,47,480	245	6,29,97,007	6,48,76,164	18,79,677	...	...	...

(a) Includes the Godhra-Rutlam railway.

(b) Includes the Guntakal-Mysore frontier section.

(c) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(d) Total earnings from 2nd April to 23rd June 1894.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Earnings of the Bezwada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Manmad, Khambhat, and Amroli railways.

(i) Total earnings from 1st to 23rd June 1894.

(j) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(k) Total earnings from 12th April to 24th June 1893.

F. B. HEBBERT,
Under Secretary.

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SUPPLEMENT TO
The Gazette of India.

No. 28.} CALCUTTA, SATURDAY, JULY 14, 1894.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF JUNE 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.	JAWAR OR CHOLU (Sorghum vulgare).	BAJRA OR CUMBU (Pennisetum typhoidum).	MARUA OR RAGI (Eleusine coracana).	KARONI OR KAKUM, ITALIAN MILLET (Setaria italica).	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).	MAIZE (Zea Mays).	ARAB, OR THUR, CADIAN PEA (Cajanus indicus).	PINEWOOD.	SALT.
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Burma—																
<i>Tenasserim—</i>																
Mergul . . . . .	...	...	...	...	12 9	12 9	13 7	14 2	...	...	...	...	...	...	256 2	256 2
Tavoy . . . . .	...	...	...	...	12 6	12 6	14 0	14 0	...	...	...	...	...	...	399 3	399 3
Moulmein and Amherst	9 2	9 2	...	...	11 3	11 3	14 9	14 9	...	...	...	10 2	10 2	7 12	220 0	220 0
<i>Pegu (Deltoide)—</i>																
Pegu . . . . .	...	...	...	...	19 12	10 14	14 3	14 3	...	...	...	11 2	11 2	9 0	143 0	143 0
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	13 0	13 0	6 0	133 0	133 0
Thongwa . . . . .	...	...	...	...	9 2	9 2	11 4	11 4	...	...	...	13 1	13 1	...	100 0	100 0
Bassac . . . . .	...	...	...	...	12 14	13 0	14 14	16 5	...	...	...	...	...	...	150 13	150 13
<i>Pegu (Inland)—</i>																
Shwegyin . . . . .	...	...	...	...	12 12	11 9	13 13	13 7	...	...	...	...	...	...	200 0	200 0
Tharavaddy . . . . .	...	...	...	...	12 5	12 5	14 13	14 13	...	...	...	...	...	...	450 0	450 0
Henada . . . . .	...	...	...	...	11 8	11 1	13 8	11 1	...	...	...	9 8	9 8	5 12	188 8	188 8
Prone	10 6	10 6	...	...	11 12	12 14	13 4	14 12	...	...	...	17 0	17 0	9 6	193 3	193 3
Toungoo . . . . .	...	...	...	...	15 5	16 2	17 7	18 9	...	...	...	12 6	13 10	...	326 8	326 8
Thayemyo . . . . .	...	...	...	...	12 12	14 0	14 10	15 3	...	...	...	19 11	18 5	8 10	245 0	245 0
<i>Upper Burma—</i>																
Mandalay	13 13	13 13	...	...	14 7	14 7	15 3	15 3	...	...	...	15 9	15 9	10 10	83 0	83 0
Bamo . . . . .	...	...	...	...	6 9	6 9	8 8	8 8	...	...	...	9 5	9 5	7 3	200 0	200 0
Pakokku . . . . .	...	...	...	...	10 10	11 9	13 0	13 0	...	...	...	20 0	20 0	5 9	113 0	113 0
Meiktila . . . . .	...	...	...	...	15 0	15 0	16 4	16 4	...	...	...	18 2	21 15	5 12	361 13	361 13
<i>Arakan—</i>																
Sandoway . . . . .	...	...	...	...	14 6	16 0	17 9	18 12	...	...	...	...	...	...	469 11	469 11
Kyaukpada . . . . .	...	...	...	...	10 10	16 10	17 9	17 9	...	...	...	6 0	6 0	...	340 0	340 0
Akyab . . . . .	...	...	...	...	12 4	12 4	15 6	15 6	...	...	...	9 8	9 8	8 8	186 0	186 0
<i>Assam—</i>																
<i>Surma—</i>																
Sylhet . . . . .	...	...	...	...	2 7	2 7	8 5	8 12	...	...	...	11 6	11 6	...	...	...
Sachar	7 8	7 4	...	...	6 6	6 10	8 8	8 12	...	...	...	10 0	10 10	...	80 0	80 0
Khasi and Jaintia Hills	6 11	6 3	...	...	6 0	4 3	5 12	5 3	...	...	...	8 2	8 0	...	80 0	80 0
Garo Hills . . . . .	...	...	...	...	6 0	6 0	10 0	10 0	...	...	...	8 0	8 0	...	160 0	160 0
<i>Brahmaputra—</i>																
Goalpara	18 0	16 0	...	...	6 8	6 8	13 0	13 0	...	...	...	12 0	12 8	12 4	140 0	140 0
Kamrup . . . . .	...	...	...	...	8 0	8 0	10 0	10 0	...	...	...	10 0	9 8	...	40 0	40 0
Darrang . . . . .	...	...	...	...	8 0	8 0	10 0	10 0	...	...	...	11 0	11 8	...	...	...
Nongong . . . . .	...	...	...	...	5 4	5 4	10 8	10 8	...	...	...	8 0	8 0	...	120 0	120 0
Shivasgar . . . . .	...	...	...	...	8 0	8 0	10 0	10 0	...	...	...	10 0	10 0	...	160 0	160 0
Lakhimpur	8 3	8 0	...	...	6 0	6 0	9 0	9 0	...	...	...	11 0	11 0	...	...	...

Bengal -														
Eastern Hill Tracts -														
Chittagong Hill Tracts	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hill Tracts (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Naga Hills	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eastern -														
Chittagong	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tippera	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dacca	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mymensingh	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Delhi -														
Khulna	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24 Parganas	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Midnapore	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Howrah	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Calcutta	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hooghly														
Nadia (Kishanganj)	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jessore	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Faridpur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central -														
Bankura	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Burdwan	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Birbhum	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Murshidabad	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South Parganas	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pabna	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bogra	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rajshahi	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Malda	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Northern -														
Rangpur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dinajpur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jalpaiguri	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Darjeeling	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Orissa -														
Puri	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cuttack	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Balasore	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chota-Nagpur -														
Singbhum	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Manbhum	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Loharaga	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Palamu	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hazaribagh	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Not stated.

† Not procurable.

• Kashi.

RETAIL PRICES FOR THE 1ST HALF OF JUNE 1894--continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, PEST SHEET.		RICE, COMMON.		JAWAR OR CHOLU (<i>Sorghum turgare</i>).		BAJRA OR CUMBU (<i>Pennisetum typhoides</i>).		MARQA OR RAGI (<i>Hieracium corniculatum</i>).		KANONI OR KAKUN, ITALIAN MILLET (<i>Sesaria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer arvense</i>).		MAIZE (<i>Zea Mays</i>).		PINEAPPLE.		SALT.		
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	
Bengal—continued.																									
River, south—																									
Monghyr	16 12	16 12	16 13	21 0	9 8	9 7	13 10	14 2	12 10	12 10	12 9	20 8	21 0	14 0	47 5	17 14	126 0	147 0	10 8	10 8
Gaya	17 13	18 14	17 14	22 0	9 8	9 4	14 0	15 0	13 4	17 12	...	...	...	...	10 4	11 0	20 0	22 0	...	...	129 0	168 0	10 0	10 0
Pates	14 0	14 0	18 0	20 0	10 0	10 0	14 8	14 8	23 0	23 0	...	...	...	...	16 0	16 0	21 0	22 0	19 0	21 0	130 0	130 0	10 8	11 0
Shahabad	14 0	14 0	18 0	20 0	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	20 0	20 0	16 0	16 0	230 0	230 0	10 0	10 0
River, north—																									
Purnea	22 0	20 0	22 4	22 4	12 8	12 0	16 0	15 0	...	...	...	...	...	...	...	...	17 0	18 0	...	...	320 0	320 0	10 0	10 0
Rhagapur	17 11	16 3	22 4	22 4	12 10	12 10	15 2	15 2	...	...	...	...	...	...	...	...	17 10	20 3	...	...	138 0	138 0	10 1	10 1
Darbhanga	17 8	17 8	20 0	20 0	11 8	12 4	13 0	13 0	...	...	...	...	...	...	...	...	20 12	20 12	...	...	176 0	176 0	11 0	11 0
Muzaffarpur	14 8	14 0	20 0	20 0	8 0	8 0	12 12	13 0	...	...	...	...	...	...	...	...	19 0	19 0	...	...	160 0	160 0	11 0	11 0
Saran	14 8	14 8	21 0	22 0	11 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	160 0	160 0	10 0	10 0
Champan	15 12	16 0	23 4	24 8	8 8	8 8	14 0	14 8	...	...	...	...	...	...	...	...	21 0	22 8	17 10	17 0	180 0	180 0	10 8	10 8
N.W. Province—																									
Rashtree—																									
Mirzapur	15 0	15 8	19 0	20 0	7 0	8 0	13 0	13 0	18 0	17 0	18 0	18 0	18 0	18 0	10 0	10 0	19 0	20 0	18 0	18 0	80 0	80 0	9 8	10 0	
Ranagar	17 3	16 14	21 0	20 14	8 15	8 15	10 13	10 13	21 6	22 1	18 13	19 2	18 0	18 0	15 3	15 5	20 9	20 12	21 11	22 3	110 0	110 0	9 4	9 4	
Champur	13 8	13 7	19 8	22 8	7 0	7 0	12 0	12 8	...	...	17 0	18 0	...	...	12 0	12 0	21 0	21 0	21 0	21 0	170 0	170 0	9 12	9 12
Alahabad	14 12	14 8	22 8	21 4	9 0	9 0	11 0	12 0	22 0	22 0	21 0	22 0	...	...	18 0	18 0	23 8	24 8	...	...	100 0	100 0	9 8	9 8
Central—																									
Banda	15 8	15 0	24 0	24 0	8 0	8 0	13 0	13 0	24 0	24 0	...	...	...	...	...	...	25 8	27 0	...	...	180 0	180 0	9 12	9 12
Fatehpur	15 8	16 12	24 0	24 0	11 0	11 8	14 0	13 8	...	...	...	...	...	...	...	...	25 0	26 0	...	...	160 0	160 0	10 0	10 0
Hamirpur	16 14	17 8	24 0	23 0	8 0	8 0	11 0	11 8	25 0	26 0	...	...	...	...	...	...	26 0	26 0	...	...	140 0	140 0	10 0	10 0
Jalaun	16 8	16 0	23 0	23 0	9 0	9 0	10 0	10 0	23 0	23 0	20 0	20 0	...	...	16 0	16 0	24 0	23 0	18 0	18 0	200 0	200 0	10 4	10 4
Cannore	18 0	18 0	23 8	25 8	7 8	7 8	13 0	12 0	23 0	23 0	23 0	23 0	...	...	19 0	19 0	24 0	25 8	...	...	160 0	160 0	11 0	11 0
Etawah	18 12	18 12	25 4	26 4	5 4	5 4	12 0	12 0	28 8	28 8	23 12	23 12	...	...	10 0	10 0	25 8	27 0	...	...	160 0	160 0	10 0	10 0
Farukhabad	17 3	17 12	23 10	25 8	5 4	5 4	12 0	12 0	21 4	21 4	25 0	25 0	...	...	...	...	22 12	25 8	...	...	160 0	160 0	10 4	10 4
Meerut	20 4	20 4	26 0	26 8	4 8	4 8	10 0	10 0	18 0	18 0	12 0	12 0	...	...	...	...	25 0	26 8	22 0	22 0	160 0	160 0	10 4	10 4
Etah	20 8	21 8	27 8	26 8	6 0	6 0	9 8	9 8	...	...	16 8	16 8	...	...	10 8	10 8	23 8	22 8	...	...	120 0	120 0	10 8	10 8
Western—																									
Jhansi	16 0	14 12	23 0	23 0	8 0	8 0	10 0	10 4	22 0	23 0	18 0	20 0	...	...	10 0	10 0	21 8	23 8	...	...	160 0	160 0	10 0	10 8
Agra	17 0	17 0	27 0	29 0	5 0	5 0	10 0	10 8	26 0	27 0	20 0	20 0	...	...	...	...	26 8	27 0	...	...	95 0	95 0	11 0	11 0
Mutha	19 0	20 8	27 0	31 8	7 8	7 8	11 0	11 8	25 0	25 0	20 0	20 0	...	...	...	...	29 8	32 0	...	...	120 0	120 0	11 0	11 0
Aligarh	19 8	21 8	30 0	32 0	5 4	5 4	9 0	9 0	29 0	27 8	22 0	21 8	...	...	16 8	16 8	31 0	31 8	...	...	150 0	150 0	11 4	11 4
Dulandshahr	22 4	23 12	31 4	32 0	6 0	6 0	10 0	10 0	26 0	24 0	20 0	20 0	...	...	16 0	14 0	28 4	30 12	...	...	120 0	120 0	10 4	10 8
Sub-montane—																									
Balia	14 0	15 0	19 0	22 0	9 0	9 0	11 8	14 0	20 0	22 0	...	...	...	...	...	...	19 0	22 0	...	...	115 0	115 0	10 8	11 0
Azamgarh	14 12	14 12	17 12	17 12	7 8	7 8	11 12	13 4	12 9	...	...	...	...	...	...	...	19 0	19 3	...	...	177 8	177 8	9 13	9 13
Gorakhpur	13 15	14 6	20 10	21 8	8 9	8 9	13 8	15 0	20 3	...	...	...	...	...	9 14	10 12	19 5	18 14	...	...	140 0	140 0	9 9	9 14
Basti	16 0	16 0	26 4	26 4	8 0	8 0	12 0	12 0	12 0	12 0	...	...	...	...	8 0	8 0	20 0	21 0	...	...	160 0	160 0	10 0	10 0
Shahjahanpur	18 0	19 0	26 0	28 4	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	23 12	24 4	...	...	120 0	120 0	10 4	10 4
Bulandshahr	19 8	20 8	28 12	28 12	6 0	6 0	13 8	13 12	27 0	...	...	...	...	...	9 0	9 0	27 8	27 8	...	...	144 0	144 0	10 8	10 8
Etah	18 1	18 1	28 12	28 12	6 0	6 0	13 8	13 12	27 0	...	...	...	...	...	...	...	27 8	27 8	...	...	144 0	144 0	10 8	10 8

[illegible]

Nine pies per bundle.

Unhushed.

Not sold.

scripsi in p[ro]p[ri]o

RETAIL PRICES FOR THE 1st HALF OF JUNE 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		HARBER.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		MAINA OR CUMBU (Pennisetum typhlocydon).		MARUA OR RAGI (Eleusine coracana).		KANGNI OR KARUN, ITALIAN MILLET (Setaria italica).		GRAIN, CHHOLA, KADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ASHAK, OR TURK, CARIAN PEA (Caryanus indicus).		PINKWOOD.		SALT.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Punjab—																										
Southern—																										
Bissar	23 0	23 6	45 0	45 0	10 0	10 0	34 0	33 0	25 0	25 0	31 0	31 0	43 0	43 0	21 0	24 0	41 0	41 0	37 0	39 0	11 0	11 0	100 0	100 0	11 0	11 0
Ferozepore	23 0	24 0	42 0	53 0	8 0	10 0	30 0	30 0	25 0	25 0	31 0	31 0	34 0	34 0	35 0	35 0	33 0	33 0	40 0	36 0	12 0	12 0	220 0	220 0	12 0	12 0
Montgomery	24 0	24 0	36 0	36 0	9 0	10 0	30 0	30 0	25 0	25 0	31 0	31 0	34 0	34 0	35 0	35 0	33 0	33 0	40 0	36 0	12 0	12 0	220 0	220 0	12 0	12 0
Central—																										
Gurdian	23 0	24 0	35 0	35 0	9 0	9 0	28 0	28 0	21 0	21 0	24 0	24 0	34 0	34 0	12 0	12 0	33 0	33 0	24 0	24 0	27 0	27 0	120 0	120 0	10 0	10 0
Delhi	21 0	22 0	30 0	32 0	12 0	12 0	25 0	25 0	19 0	19 0	24 0	24 0	30 0	30 0	12 0	12 0	29 0	29 0	25 0	25 0	33 0	33 0	80 0	80 0	10 0	10 0
Rohak	22 0	23 0	35 0	35 0	11 0	11 0	30 0	30 0	16 0	16 0	24 0	24 0	30 0	30 0	12 0	12 0	33 0	33 0	25 0	25 0	17 0	17 0	120 0	120 0	11 0	11 0
Karnal	21 0	22 0	35 0	35 0	10 0	10 0	32 0	32 0	16 0	16 0	24 0	24 0	30 0	30 0	12 0	12 0	33 0	33 0	30 0	30 0	17 0	17 0	160 0	160 0	10 0	10 0
Lahore	24 0	25 0	39 0	39 0	10 0	10 0	27 0	28 0	19 0	19 0	24 0	24 0	30 0	30 0	26 0	26 0	35 0	34 0	30 0	38 0	12 0	12 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	26 0	28 0	33 0	37 0	9 0	9 0	32 0	32 0	20 0	20 0	24 0	24 0	34 0	34 0	8 0	8 0	35 0	35 0	35 0	45 0	15 0	15 0	120 0	120 0	12 0	12 0
Ludhiana	26 0	26 0	36 0	44 0	9 0	9 0	28 0	28 0	24 0	24 0	24 0	24 0	34 0	34 0	20 0	20 0	37 0	39 0	34 0	34 0	15 0	15 0	100 0	100 0	13 0	13 0
Jullundur	27 0	27 0	45 0	45 0	10 0	10 0	28 0	28 0	24 0	24 0	24 0	24 0	34 0	34 0	10 0	10 0	37 0	39 0	34 0	34 0	15 0	15 0	100 0	100 0	13 0	13 0
Hoshiarpur	28 0	27 0	40 0	42 0	10 0	10 0	26 0	25 0	22 0	22 0	24 0	24 0	34 0	34 0	16 0	16 0	36 0	36 0	32 0	32 0	10 0	10 0	120 0	120 0	12 0	12 0
Gurdaspur	32 0	32 0	48 0	48 0	12 0	12 0	33 0	32 0	26 0	26 0	26 0	26 0	34 0	34 0	23 0	23 0	34 0	34 0	39 0	39 0	12 0	12 0	110 0	110 0	12 0	12 0
Amritsar	26 0	27 0	43 0	44 0	10 0	10 0	25 0	25 0	16 0	16 0	17 0	17 0	30 0	30 0	23 0	23 0	34 0	34 0	39 0	39 0	12 0	12 0	90 0	90 0	8 0	8 0
Hills—																										
Simla	18 0	18 0	24 0	25 0	8 0	8 0	16 0	16 0	14 0	14 0	13 0	13 0	20 0	20 0	9 0	9 0	23 0	23 0	29 0	29 0	10 0	10 0	90 0	90 0	8 0	8 0
Nangra	18 0	19 0	26 0	25 0	11 0	11 0	12 0	12 0	14 0	14 0	13 0	13 0	24 0	24 0	9 0	9 0	25 0	25 0	23 0	23 0	13 0	13 0	120 0	120 0	10 0	10 0
North-western—																										
Sialkot	21 0	21 0	33 0	33 0	12 0	12 0	23 0	23 0	22 0	22 0	31 0	31 0	34 0	34 0	20 0	20 0	32 0	32 0	28 0	28 0	13 0	13 0	130 0	130 0	13 0	13 0
Gujranwala	23 0	23 0	41 0	41 0	12 0	12 0	24 0	24 0	29 0	29 0	31 0	31 0	34 0	34 0	20 0	20 0	32 0	32 0	29 0	29 0	13 0	13 0	95 0	95 0	13 0	13 0
Gujrat	26 0	27 0	43 0	43 0	13 0	13 0	28 0	28 0	24 0	24 0	31 0	31 0	34 0	34 0	20 0	20 0	32 0	32 0	29 0	29 0	14 0	14 0	110 0	110 0	14 0	14 0
Jhelum	25 0	25 0	43 0	43 0	13 0	13 0	28 0	28 0	24 0	24 0	31 0	31 0	34 0	34 0	20 0	20 0	32 0	32 0	29 0	29 0	14 0	14 0	110 0	110 0	14 0	14 0
Rawalpindi	25 0	25 0	43 0	43 0	13 0	13 0	28 0	28 0	24 0	24 0	31 0	31 0	34 0	34 0	20 0	20 0	32 0	32 0	29 0	29 0	14 0	14 0	110 0	110 0	14 0	14 0
Fazalpur	23 0	24 0	43 0	43 0	11 0	11 0	20 0	20 0	20 0	20 0	24 0	24 0	34 0	34 0	20 0	20 0	32 0	32 0	28 0	28 0	13 0	13 0	90 0	90 0	11 0	11 0
Peshawar	23 0	24 0	43 0	43 0	9 0	9 0	20 0	20 0	20 0	20 0	24 0	24 0	34 0	34 0	20 0	20 0	32 0	32 0	28 0	28 0	13 0	13 0	90 0	90 0	11 0	11 0
Kohat	23 0	24 0	43 0	43 0	13 0	13 0	20 0	20 0	20 0	20 0	24 0	24 0	34 0	34 0	20 0	20 0	32 0	32 0	28 0	28 0	13 0	13 0	90 0	90 0	11 0	11 0
Western—																										
Shahpur	30 0	33 0	43 0	43 0	9 0	9 0	34 0	34 0	32 0	32 0	30 0	30 0	34 0	34 0	24 0	24 0	42 0	42 0	30 0	30 0	10 0	10 0	160 0	160 0	13 0	13 0
Jhang	24 0	25 0	30 0	32 0	12 0	12 0	24 0	24 0	24 0	24 0	16 0	16 0	27 0	27 0	24 0	24 0	33 0	33 0	35 0	35 0	10 0	10 0	160 0	160 0	12 0	12 0
Mooltan	21 0	19 0	34 0	34 0	12 0	12 0	24 0	24 0	24 0	24 0	16 0	16 0	27 0	27 0	24 0	24 0	33 0	33 0	35 0	35 0	10 0	10 0	90 0	90 0	12 0	12 0
Pannu	27 0	27 0	37 0	37 0	10 0	10 0	24 0	24 0	24 0	24 0	16 0	16 0	27 0	27 0	24 0	24 0	33 0	33 0	35 0	35 0	10 0	10 0	90 0	90 0	12 0	12 0
D. I. Khan	38 0	30 0	42 0	44 0	8 0	8 0	38 0	38 0	33 0	33 0	27 0	27 0	30 0	30 0	4 0	4 0	38 0	38 0	30 0	30 0	14 0	14 0	115 0	115 0	44 0	44 0
Bhawalpur	31 0	22 0	29 0	30 0	14 0	14 0	20 0	20 0	21 0	21 0	23 0	23 0	20 0	20 0	18 0	18 0	23 0	23 0	15 0	15 0	8 0	8 0	110 0	110 0	12 0	12 0
D. G. Khan	18 0	19 0	29 0	30 0	6 0	6 0	26 0	26 0	25 0	25 0	25 0	25 0	20 0	20 0	18 0	18 0	28 0	28 0	15 0	15 0	8 0	8 0	100 0	100 0	25 0	25 0
Sindh and Baluchistan—																										
Karachi	16 0	16 0	...	...	8 0	8 0	20 0	20 0	20 0	20 0	15 0	15 0	24 0	24 0	...	...	20 0	20 0	...	...	8 0	8 0	91 7	91 7	14 8	14 8
Hyderabad	15 0	15 0	...	...	8 0	8 0	19 0	19 0	19 0	19 0	16 0	16 0	24 0	24 0	...	...	21 0	21 0	...	...	8 0	8 0	128 0	128 0	12 0	12 0
Far and Farar (Umachot)	13 0	13 0	...	...	13 0	13 0	26 0	26 0	26 0	26 0	18 0	18 0	24 0	24 0	...	...	26 0	26 0	...	...	...	...	116 6	116 6	12 0	12 0
Sukkur (Shikarpur)	13 0	13 0	...	...	8 0	8 0	26 0	26 0	26 0	26 0	20 0	20 0	24 0	24 0	...	...	26 0	26 0	...	...	...	...	160 0	160 0	11 0	11 0
Upper Sind Frontier	17 0	17 0	...	...	8 0	8 0	23 0	23 0	24 0	24 0	20 0	20 0	24 0	24 0	...	...	23 0	23 0	...	...	...	...	213 0	213 0	10 0	10 0

[illegible]

Not procurable.

Not produced.

• Not cold.

RETAIL PRICES FOR THE 1st HALF OF JUNE 1894—concluded.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	WHEAT.		BARLEY.		RICE, BEST SEED.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhoides).		MARUA OR RAGI (Eleusine indica).		KANONI OR KAKUM. ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARWAR, OR THUR, CADIAN, PEA (Crotalaria indicus).		FIREWOOD.		SALT.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Madras—																										
Malabar Coast—																										
Malabar	8 10	8 10	...	...	10 14	10 14	11 5	11 5	...	...	...	...	19 11	19 11	...	...	...	...	...	...	...	...	136 2	136 2	11 3	11 3
S. Canara	9 6	9 6	...	...	10 10	10 10	12 0	12 0	...	...	...	...	19 5	19 5	...	...	...	...	...	...	...	...	121 8	121 8	11 3	11 3
South, central—																										
Coimbatore	11 8	11 8	...	...	11 11	11 11	12 3	12 3	17 13	18 3	16 11	17 8	21 5	23 0	...	...	...	...	...	...	...	...	131 3	131 3	10 11	11 3
Nilgiris	7 13	7 13	...	...	8 13	8 13	9 10	9 10	16 14	16 14	15 6	15 6	17 5	17 5	...	...	...	...	...	...	...	...	274 3	274 3	9 11	10 10
Salem	8 14	8 14	...	...	9 6	9 6	11 5	12 3	23 0	22 13	18 0	16 6	23 2	24 13	...	...	...	...	...	...	...	...	145 13	145 13	11 10	11 10
Central—																										
Bellary	13 6	12 8	...	...	10 3	10 3	10 13	10 13	23 3	23 11	17 14	20 11	23 5	23 5	...	...	...	...	...	...	...	...	85 2	85 2	11 8	11 8
Anapalap	10 10	10 10	...	...	11 3	10 11	12 6	11 14	23 3	23 3	22 10	22 10	23 5	23 5	...	...	...	...	...	...	...	...	97 3	97 3	11 8	11 8
Cuddalore	11 13	11 13	...	...	9 8	9 8	11 10	11 10	19 0	19 0	20 0	20 0	22 8	23 0	...	...	...	...	...	...	...	...	140 0	140 0	11 13	11 8
Kurnool	11 0	11 0	...	...	10 11	10 11	11 6	11 6	24 0	24 0	20 0	20 0	22 8	23 0	...	...	...	...	...	...	...	...	145 13	145 13	11 5	11 5
East Coast, north—																										
Ganjam	12 8	12 0	...	...	11 10	10 11	12 6	12 6	20 8	21 10	22 13	23 13	23 3	23 3	...	...	...	...	...	...	...	...	86 8	86 8	10 2	10 2
Vizagapatam	11 11	10 13	...	...	12 14	11 14	14 0	14 0	15 6	15 6	22 14	22 14	25 8	25 8	...	...	...	...	...	...	...	...	72 14	72 14	12 0	12 0
Godavari	9 14	9 14	...	...	10 6	9 13	11 2	11 2	17 6	17 6	20 8	20 8	22 2	21 2	...	...	...	...	...	...	...	...	133 11	133 11	12 2	12 2
East Coast, central—																										
Kistna	9 10	9 10	...	...	11 2	11 2	14 13	14 13	20 10	20 10	20 10	20 10	22 2	21 2	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	9 10	9 10	...	...	11 2	11 2	14 13	14 13	20 10	20 10	20 10	20 10	22 2	21 2	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	9 10	9 10	...	...	11 10	11 10	12 8	12 8	17 5	17 5	17 13	17 13	20 10	20 14	...	...	...	...	...	...	...	...	97 3	97 3	13 5	13 5
Chingleput	8 8	8 8	...	...	10 5	9 6	12 3	11 5	21 13	20 3	16 8	18 3	23 14	23 2	...	...	...	...	...	...	...	...	108 14	108 14	13 5	13 5
N. Arcot	7 0	7 0	...	...	12 3	12 3	13 10	14 0	18 8	20 3	16 14	17 11	19 2	19 14	...	...	...	...	...	...	...	...	160 13	160 13	12 2	12 2
Tanjore	7 6	7 6	...	...	12 14	13 11	13 6	14 0	15 14	15 14	15 3	16 0	21 14	22 11	...	...	...	...	...	...	...	...	209 0	209 0	12 13	12 13
Trichopoly	6 10	6 10	...	...	11 14	12 3	12 5	12 8	20 0	18 3	22 14	22 14	21 0	21 0	...	...	...	...	...	...	...	...	145 13	145 13	12 6	12 6
South—																										
Tinnevely	9 3	9 3	...	...	12 8	11 14	12 0	12 6	21 2	19 6	17 10	17 10	21 11	23 3	...	...	...	...	...	...	...	...	58 5	58 5	12 11	12 11
Madura	9 0	9 0	...	...	10 2	11 5	11 0	11 13	21 2	19 6	17 10	17 10	21 11	23 3	...	...	...	...	...	...	...	...	97 3	97 3	12 11	12 11
Mysore—																										
Mysore	11 0	10 0	10 8	10 0	8 12	8 8	10 4	10 4	27 0	20 0	24 0	16 0	27 0	26 0	15 0	20 0	13 0	13 0	...	...	...	...	96 0	96 0	10 4	10 4
Bangalore	12 0	12 0	10 0	11 0	8 0	8 0	8 8	8 8	21 9	21 0	21 0	18 0	29 8	31 0	18 0	18 0	12 8	13 0	...	...	...	...	84 0	84 0	10 0	10 0
Kolar	9 12	9 12	10 0	10 0	10 8	10 8	12 0	12 0	20 0	20 0	18 0	18 0	30 0	30 0	35 0	35 0	10 4	10 4	13 0	13 0	...	...	150 0	150 0	10 0	10 0
Tumkur	12 0	12 0	11 0	10 0	9 0	9 0	10 0	10 0	24 0	24 0	32 0	32 0	36 0	36 0	35 0	35 0	12 0	12 0	...	...	...	...	224 0	224 0	10 0	10 0
Hassan	10 0	10 0	10 0	10 0	9 0	9 0	10 0	10 0	24 0	24 0	32 0	32 0	36 0	36 0	35 0	35 0	12 0	12 0	...	...	...	...	200 0	200 0	8 8	8 8
Kadur	10 0	10 0	11 0	11 0	9 0	9 0	10 0	10 0	27 14	28 6	34 0	34 0	37 14	40 3	40 0	40 0	14 11	15 4	...	...	...	...	240 0	240 0	9 0	9 0
Shimoga	12 10	12 10	13 0	13 0	9 7	9 3	13 2	13 2	27 14	28 6	34 0	34 0	37 14	40 3	40 0	40 0	14 11	15 4	...	...	...	...	272 0	272 0	10 8	10 8
Chitaldroog	15 0	13 0	14 0	14 0	10 0	10 0	11 5	12 0	34 0	34 0	44 0	44 0	44 0	44 0	40 0	40 0	15 0	15 0	...	...	...	...	320 0	320 0	9 8	9 8
Coorg—																										
Coorg	8 8	8 8	7 8	7 8	10 8	9 8	12 8	12 8	...	...	...	...	30 8	31 0	...	...	19 8	19 8	...	...	...	...	110 0	110 0	8 0	8 0
Adas	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	...	...	56 0	56 0	32 0	32 0

Not sold.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, July 7th, 1894.

General Summary.—The Bombay monsoon current strengthened to some extent during the week, and heavy rain was received at the commencement of the week in Kathiawar, Gujarat, and South-East Rajputana. Towards the close of the week rain in increasing quantities was received on the West Coast, in Central India, and the Central Provinces, and light showers in the Deccan and Southern India.

The very shallow depression that was crossing the Orissa Coast at the close of the previous week advanced as far as Chota Nagpur, where it apparently filled up, and was succeeded by another of more importance which formed in East Bengal on the 2nd, advanced as far as Central Bengal on the 3rd, and Central and South Bihar on the 4th. By the morning of the 5th it had moved into the eastern districts of the North-Western Provinces, with its centre a little to the south of Cawnpore; but on the 6th it had apparently filled up, though a slight residual cyclonic circulation was discernible between Cawnpore and Agra. Moderate to heavy rain was received in Bengal and the districts through which this depression passed, and after its apparent disappearance heavy rain continued in Bengal and light to moderate rain in the North-Western Provinces, the East Punjab, and Upper India hill districts. Heavy local rain was reported on the 7th from Baghelkhand, Bundelkhand, and the adjacent districts of the North-Western Provinces, and indications were present of the possible formation of a shallow depression in that area.

Temperature continued in more or less defect in the North-Western Provinces, Central Provinces, Central India, Rajputana, and the Punjab, and in excess in Madras; but the variations from the normal were not as large as they were last week, and the mean temperature of the whole of India for the week was nearly normal, being only 0·7 in defect.

Daily Summary.—*Sunday.*—Pressure had decreased slightly, but irregularly, in North-Eastern India, and the depression which was crossing the coast near Balasore the day before had advanced to the south-eastern districts of Chota Nagpur, but was very feeble and apparently of little importance. Winds had increased in South Bengal, and were moderate to strong on the Malabar and Konkan Coasts, in the Deccan, and in Kathiawar and Gujarat. The most important falls of rain reported were—Bhamo 3·22 inches, Tavoy 2·24 inches, Jalpaiguri 2·87 inches, Gnatong 2·12 inches, Balasore 2·03 inches, Roorkee 2·89 inches, Umballa 2·05 inches, and Rajkot 2·16 inches.

Monday.—The depression in Chota Nagpur had apparently filled up, but pressure had fallen rapidly in Assam and North-East Bengal, and there was a marked tendency to the formation of another depression in East Bengal, where pressure was considerably in defect. Winds had also changed to north-west in West Bengal. Winds continued strong on the Bombay, Cutch, and Kathiawar Coasts. Heavy rain had fallen in Kathiawar, Gujarat, and South-West Rajputana, and some heavy falls were received in Bengal and the North-Western Provinces. Rain was more general in the West Coast districts and the Deccan. Bahraich received 7·35 inches, Mount Abu 6·19 inches, Surat 5·1 inches, Veraval 4·86 inches, and Chittagong 4·32 inches.

Tuesday.—Pressure had fallen over the whole of India, and the depression in East Bengal had developed slowly, and had advanced into Central Bengal. Winds were cyclonic in direction in the depression area, but were very feeble. Heavy rain had fallen in Bengal and fairly general rain in Burma and the North-Western Provinces. Rain was increasing in the West Coast districts, the Central Provinces, and Central India. Akyab, Jessore, Barisal, and Narayanganj had received amounts between 3 and 4 inches, and falls exceeding 2 inches had been received at Mymensingh, Chittagong, Bogra, Lucknow, and Dehra Dun.

Wednesday.—The depression had advanced to Central and South Bihar, and, though of moderate intensity, had given moderately heavy rain to the greater part of Bengal, the eastern districts of the North-Western Provinces, and the Central Provinces. Winds had increased slightly at the head of the Bay, and were feebly cyclonic in the depression area. Rainfalls exceeding 3 inches were received at Mymensingh, Darjeeling, Benares, Cawnpore, and Sambalpur. Patna, Calicut, and Ahmedabad reported falls between 2 and 3 inches.

Thursday.—The depression had partly filled up, and had advanced to the eastern and central districts of the North-Western Provinces. Pressure had changed very irregularly in the Punjab. Pressure was approximately normal over the greater part of the country. Winds were remarkably light on the Burma Coast, but had increased considerably at the head of the Bay. Local thunderstorms had given moderately heavy rain at Simla, Murree, and Rawal Pindi. Moderate general rain had fallen in Burma, Bengal, the North-Western Provinces, and light rain in the West Coast districts and the Central Provinces. Kindat had received over 4 inches and Benares, Murree, and Mangalore over 3.

Friday.—Pressure had again changed irregularly in the Punjab. The depression which was in the North-Western Provinces the day before had practically filled up, though a slight cyclonic circulation was still shown between Agra and Cawnpore. Moderate to strong westerly winds prevailed over the whole of the Peninsula, and had extended eastwards into South Bihar and West Bengal. General rain had fallen in Bengal, Burma, the North-Western Provinces, the Punjab, the Central Provinces, Rajputana, and the West Coast districts; but only Hazaribagh and Dehra Dun received amounts exceeding 3 inches. Falls exceeding 2 inches were reported from Bhamo, Jalpaiguri, Moulmein, Mangalore, and Sambalpur.

Saturday.—Pressure changes in the Punjab continued very irregular. Pressure was in moderate defect in Bundelkhand, and a slight tendency was discernible to the formation of a depression in that area where heavy rain had fallen. Winds had fallen off in strength generally over the whole country, and were much lighter in the Deccan. Heavy rain had fallen in Baghelkhand, Bundelkhand, and the adjacent districts of the Central Provinces, and also at stations in Burma, Bengal, and Southern India. The largest falls were—Sutna 8·25 inches, Barisal 5·9 inches, Berhampore 5·68 inches, Lashio 4·14 inches, Cuddapah 4·09 inches, and Nowgong, Saugor, Tavoy, Kindat, and Mangalore amounts exceeding 3 inches.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India :

PROVINCE.	July 1894.							Mean variation of week.
	1st.	2nd.	3rd.	4th.	5th.	6th.	7th.	
Burma	0	0	0	0	0	0	0	0
Bengal and Assam	0	—0·4	+0·4	+1·5	+1·3	—0·2	—1·4	+0·2
North-Western Provinces and Oudh	—0·6	—0·3	—0·9	—1·5	—0·3	—1·2	—2·7	—1·1
Punjab	—0·9	—1·9	—3·6	—1·9	—2·0	—1·2	—1·8	—1·9
Bombay	—3·6	—2·6	—1·6	—0·8	+0·5	—3·8	—1·3	—1·9
Central Provinces and Berar	+1·6	+1·9	+1·9	+0·9	+0·7	+0·5	+0·6	+1·2
Central India and Gujarat	+1·1	+0·1	—0·6	—1·2	—2·9	—1·2	—1·5	—0·9
Sind and Rajputana	—3·3	—4·0	—3·7	—3·1	—2·7	—1·8	—2·1	—3·0
Madras	—3·6	—1·7	—2·0	—1·2	—0·8	—4·3	—3·1	—2·4
Mean for whole of India	+3·6	+3·5	+3·3	+2·5	+3·3	+3·8	+2·1	+3·2
	—0·6	—0·6	—0·8	—0·5	—0·3	—1·0	—1·2	—0·7

The largest variations from the normal temperature of the week occurred in Central India, Gujarat, Rajputana, and Sind, where temperature was in defect, and in Madras, where it was in excess. In Burma the variations from the normal were very small, and, except on the 4th and 5th, when temperature was slightly in excess, and on the 6th, when it was slightly in defect, temperature was practically normal throughout the week. With the exception of the 5th, when temperature was slightly in excess in the Punjab, temperature was in defect throughout the week in the whole of Northern and Central India. In the Peninsula it was slightly in defect for part of the week in the Central Provinces and Berar, but in Bombay and Madras it was steadily in excess, the excess being greatest in Madras, where it rose to 4° on the 6th, and was 3.2° for the whole week.

The mean temperature for the whole of India was very nearly normal during the first five days of the week, and was slightly in defect on the remaining two. For the whole week it was 0.7° below the normal.

Rainfall.—Very heavy rain was received during the week in Arakan, where the average fall for the whole district amounted to 20.70 inches; but this was the only exceptionally heavy fall reported, the rainfall of the past week having been more general and uniform than for some weeks past. The Bombay branch of the monsoon current was slightly stronger and gave heavier rain than during last week to the Bombay and Malabar Coast districts, Gujarat, Kathiawar, Rajputana, and Madras.

The North-Western Provinces and the Punjab received more rain than the normal quantity for the week, but Madras and the Bombay and Malabar Coast districts received less, though the deficiency was not so great as it had been the previous week. Orissa, Chota Nagpur, South Bihar, and the greater part of Bengal also received an excess of the average amount. The rainfall in Cachar was normal, while in Assam it was slightly in defect.

During the period ending 7th July less rain than usual has fallen in the districts dependent on the Bombay monsoon current, with the exception of the districts of the Central Provinces, Central India, the Punjab, and Rajputana, which received cyclonic rainfall from the storms passing across the country from the Bay of Bengal. The rainfall of the period has been in excess of the normal in Penasserim, the greater part of Bengal, Orissa, Chota Nagpur, South Bihar, the North-Western Provinces, the Punjab, the central and eastern districts of the Central Provinces, Gujarat, Kathiawar, Central India, and Rajputana. It has been in defect in the Bombay and Malabar Coast districts and Madras, and also in Lower and Central Burma, Arakan, Assam, Cachar, North Bengal, and North Bihar.

The largest amounts of rain received during the week have been reported from Arakan and Cachar. Some large falls have also been received at stations in Eastern and Central Bengal and Upper Burma. The most remarkable are:

Naaf (Arakan)	30.99 inches.
Rathedaung (Arakan)	27.53 "
Cherra (Cachar)	26.42 "
Cox's Bazar (East Bengal)	18.88 "
Pabna (Central Bengal)	17.96 "
Magok (Upper Burma)	17.25 "

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JULY 7TH, 1894.			RAINFALL DATA FROM JUNE 3RD TO JULY 7TH, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, June 3rd to July 7th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	9'59	11'21	— 1'62	64'68	48'94	+ 32
	Lower Burma	5'93	4'92	+ 1'01	22'64	22'89	— 1
	Central Burma	3'83	3'86	— 0'03	16'64	18'59	— 10
	Upper Burma	2'80	?	?	6'77	?	?
	Arakan	20'70	11'11	+ 9'59	57'46	60'98	— 6
BENGAL AND ASSAM	Eastern Bengal	9'21	4'11	+ 5'10	26'13	23'56	+ 11
	Assam (Surma)	9'62	9'61	+ 0'01	41'21	44'85	— 8
	Do. (Brahmaputra)	3'59	4'26	— 0'67	17'85	18'96	— 6
	Deltaic Bengal	4'47	2'55	+ 1'92	14'84	12'66	+ 17
	Central Bengal	6'43	2'98	+ 3'45	15'97	12'99	+ 23
	North Bengal	5'11	6'40	— 1'29	25'60	30'22	— 15
	Orissa	2'94	2'41	+ 0'53	13'16	10'88	+ 20
	Chota Nagpur	4'73	2'58	+ 2'15	14'47	10'46	+ 39
	Bihar (South)	5'64	2'86	+ 2'78	13'06	8'62	+ 52
NORTH-WESTERN PROVINCES AND ODDH.	Do. (North)	2'87	3'70	— 0'83	11'24	12'10	— 7
	North-Western Provinces (East)	4'18	2'17	+ 2'01	12'67	6'43	+ 97
	Do. (Submontane) (a)	4'22	2'85	+ 1'37	13'11	8'20	+ 60
	Oudh (South)	3'01	2'36	+ 0'65	12'51	6'70	+ 87
	Do. (North)	5'04	3'16	+ 1'88	13'75	8'07	+ 70
	North-Western Provinces (Central)	3'86	2'12	+ 1'74	12'66	5'43	+ 133
	North-Western Provinces (West)	2'83	1'87	+ 0'96	6'72	4'38	+ 53
	North-Western Provinces (Submontane) (b)	4'25	3'21	+ 1'04	12'43	8'06	+ 54
PUNJAB	Punjab (South)	1'00	0'85	+ 0'15	6'29	2'26	+ 178
	Do. (Central)	2'74	1'66	+ 1'08	6'57	3'94	+ 67
	Do. (Submontane)	2'39	1'93	+ 0'46	13'95	4'58	+ 205
	Do. (Hill Districts)	5'19	5'00	+ 0'19	22'78	13'11	+ 74
	Do. (North-West)	1'69	0'84	+ 0'85	5'23	2'27	+ 130
	Do. (West)	0'24	0'33	— 0'09	0'96	0'90	+ 7
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	4'96	7'46	— 2'50	31'34	41'39	— 24
	Madras (South Central)	1'00	1'17	— 0'17	2'54	5'77	— 58
	Coorg	2'33	9'59	— 7'26	23'23	34'51	— 33
	Mysore	0'40	1'48	— 1'08	2'48	5'99	— 59
	Konkan	5'43	11'09	— 5'66	30'33	38'67	— 22
	Bombay Deccan	0'75	1'66	— 0'91	6'54	6'60	— 1
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	0'67	1'30	— 0'63	4'16	5'92	— 30
CENTRAL PROVINCES AND BERRAR.	Berar	0'65	2'56	— 1'91	7'87	10'11	— 22
	Central Provinces (West)	1'71	2'34	— 0'63	9'27	9'44	— 2
	Ditto (Central)	3'98	3'38	+ 0'60	15'12	11'61	+ 30
	Ditto (East)	5'36	3'49	+ 1'87	15'42	12'22	+ 26
BOMBAY (NORTH)	Gujarat	5'82	4'03	+ 1'79	15'89	9'93	+ 60
	Kathiawar	2'89	1'98	+ 0'91	9'86	4'77	+ 107
	Sind	0'10	0'36	— 0'26	0'38	0'65	— 42
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	2'83	2'59	+ 0'24	13'30	9'88	+ 35
	Rajputana (East), Central India (West)	1'60	2'03	— 0'37	6'81	6'13	+ 11
	Rajputana (West)	1'19	0'87	+ 0'32	6'79	2'62	+ 159
MADRAS	East Coast (North)	1'31	1'59	— 0'28	6'17	6'15	— 0
	Ditto (ditto) (a)	1'20	2'48	— 1'28	9'37	12'63	— 26
	Hyderabad (South)	0'36	1'22	— 0'86	1'90	5'41	— 65
	Madras (Central)	0'57	0'71	— 0'14	1'53	3'16	— 52
	East Coast (Central)	0'14	0'88	— 0'74	1'94	3'52	— 45
	Ditto (South)	0'65	0'65	0	1'52	2'69	— 43
	Madras (South)	0'56	0'19	+ 0'37	0'89	1'23	— 27

SIMLA, 12th July 1894.

W. A. BION,
Actg. Asst. Meteorological Reporter to the
Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 7th July.*—Rainfall generally light, but some rain in all districts, except in Madras. Want of rain retarding cultivation and sowing and injuring standing crops in many parts, but sowings still in progress. Standing crops generally fair. Irrigation supplies as yet only moderate. Pasturage scarce, but fodder sufficient and cattle in good condition. Prices rising generally, especially in the Southern districts.

Bombay.—*For week ending 11th July.*—Rain throughout the Presidency, but more is urgently required in four districts. Young crops withering in parts of two districts for want of rain and damaged in parts of another by floods. Preparations for the season progressing in parts of seven districts, but retarded in parts of one for want of rain, and of another owing to breaches in canals. Sowing continues in parts of thirteen districts, but retarded in seven for want of rain. Transplantation progressing in parts of six districts. Agricultural stock poor and fodder insufficient in parts of three districts. Water insufficient in part of one district. Prices rising in parts of three districts.

Bengal.—*For week ending 7th July.*—There has been ample rain in all districts during the week. General agricultural prospects are favourable. Cultivation is well forward, and all standing crops are making good progress. Sowing of late rice and autumn crops is nearly complete, and transplanting of seedlings is going on. Early rice and jute are being harvested in North and East Bengal. Indigo manufacture is proceeding. In Purneah indigo is said to have been much injured by rise of river. Cattle are generally reported well. Prices are still high in the Eastern districts; elsewhere they are normal. In Tipperah 3,162 persons (including 351 men, 1,051 women, and 1,760 children) were in receipt of gratuitous relief during the week.

North-Western Provinces and Oudh.—*For week ending 11th July.*—Heavy rain has fallen throughout the province, except in Rohilkhand, where it has been slight, retarding agricultural operations somewhat in the Benares and Cawnpore districts. Sowings for autumn crops continue; seeds germinating well and weeding has commenced. Sugarcane and indigo doing well. Prospects good. Markets well supplied. Prices normal.

Punjab.—*For week ending 11th July.*—Rain fell all over the province. Ploughing for and sowings of autumn crops in progress. Harvesting of past spring crops still going on in Mooltan. Standing autumn and extra spring crops are reported to be generally in good condition. Cattle in good condition and fodder sufficient throughout the province. Prices continue high in two districts, rising in four others, and low elsewhere.

Central Provinces.—*For week ending 11th July.*—Heavy rain has fallen in most districts. Damoh has registered 10 inches and Sambalpur 9 inches; elsewhere between 3 and 6 inches, except in Nimar and Chanda, where the fall has been much lighter. The number on relief works in Saugor and Damoh has risen, and stands at 8,169 in Saugor and at 2,028 in Damoh. No gratuitous relief. Saugor has imported 18,000 maunds of grain, exclusive of the receipts of five country stations, and Damoh has imported 12,000 maunds. Prices are stationary at both places—wheat selling at $13\frac{3}{4}$ seers in Saugor and at $10\frac{5}{8}$ seers in Damoh, and gram at $18\frac{1}{2}$ and 14 seers respectively. In Narsinghpur wheat has fallen a little, and is selling at 13 seers; in Hoshangabad it is practically stationary at $16\frac{3}{4}$ seers. A break in the rains is much needed in Damoh; elsewhere prospects are generally favourable.

Burma.—*For week ending 7th July.*—Heavy rain has fallen throughout Burma, except in the central zone, where it has been very light. Ploughing for the main paddy crops is general. Nurseries are being sown and transplanting has commenced. Cotton and sesamum are being sown in Upper Burma. Crop prospects normal. Fodder and water-supply sufficient. Prices are generally normal, but below normal in Tenasserim. In Upper Burma they are steady and below normal.

Assam.—*For week ending 10th July.*—Weather seasonable. Harvesting of early rice commenced. Transplanting of late rice continues. Prospects of tea good. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 11th July.*—**MYSORE:** Good rain in parts, but more is needed. Standing crops in good condition. Prices slightly risen in two districts.

COORG: Rainfall good, but more rain is needed in parts. Sowing of rice completed. Prospects of coffee, cardamom, and *ragi* (*Eleusine coracana*) good. Fodder and water for cattle abundant. Prices continue normal.

Berar and Hyderabad.—*For week ending 11th July.*—**BERAR:** Weather generally cloudy and rainfall moderate. Autumn sowings in progress. Cotton plants in Amraoti and Basim thriving. Ploughing of fields completed in Basim. Weeding operations commenced in three districts. Fodder sufficient in the Ellichpur taluka. Water-supply adequate. Prices unsettled in Buldana and Wun.

HYDERABAD: Rainfall moderate. Lands being prepared for sowing of autumn crops. Prices normal.

Central India.—*For week ending 11th July.*—Rain fell throughout Central India during the week. Agricultural operations are temporarily suspended in the Bundelkhand and Goona Agencies on account of excessive rain, but are in progress in all other Agencies. Crops and pasturage promise to be generally good throughout Central India. Agricultural stock in good condition, except in parts of Gwalior and Bhopal. Prices of food-grains slightly above normal in Bhopal and Bundelkhand, high in Goona, and at normal in other Agencies.

Rajputana.—*For week ending 11th July.*—Rainfall good throughout Rajputana; very heavy rain at Abu. Agricultural operations in progress, except at Harowti, where they are retarded owing to excessive rain. Cattle generally in good condition. Pasturage or fodder sufficient. Prices risen in four States, falling in two, fluctuating in one, and steady elsewhere. •

Kashmir.—**KASHMIR VALLEY.**—*For week ending 10th July.*—Rainfall moderate. • Barley and wheat reaping in progress in some places. Sowing of gram commenced. Prices continue normal.

JAMMU PROVINCE.—*For week ending 11th July.*—Heavy rain. Weather cloudy. Sowing of autumn crops over; weeding commenced. Standing crops in fair condition. Fodder sufficient. Prices stationary.

Nepal.—*For week ending 7th July.*—Weather close and warm. More rain is wanted for lowland rice.

E. C. BUCK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

No. 34.
201

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (General),—dated Simla, the 10th July, 1894.

Read—

Despatch No. 55 (Revenue), dated 16th June 1881, from Her Majesty's Secretary of State for India.

Despatch No. 124, dated 21st May 1887, to Her Majesty's Secretary of State for India.

Despatch No. 59 (Revenue), dated 11th August 1887, from Her Majesty's Secretary of State for India.

RESOLUTION.

In the year 1881 the duty of collecting and publishing the available information regarding the economic resources of India was definitely urged on the Government by the Famine Commission and the Secretary of State. Partly in consequence of this requisition and partly in order to meet the demands made for a *catalogue raisonné* of the product collections at the Calcutta Exhibition of 1884 and the Colonial and Indian Exhibition of 1886, the preparation of a Dictionary of Economic Products under the direction of Dr. George Watt was undertaken. The circumstances which led to the scheme of the Dictionary are explained in detail in the preface to the first volume of the work.

In 1887 the Secretary of State accorded his sanction to the permanent establishment of the post of "Reporter on Economic Products to the Government of India." The first duty assigned to the Reporter, Dr. George Watt, was the completion of the Dictionary in which should be brought together all the existing information, so far as it might be readily obtainable, regarding each economic product. This duty has during the last six years been carried out with industry and ability, and the Dictionary has now been published in nine volumes. The Government of India desire to congratulate Dr. Watt on the completion of this valuable work, and to thank him and his collaborators, Dr. J. Murray, Dr. W. R. Clark, Mr. J. F. Duthie, and other gentlemen, official and non-official, who have assisted in the undertaking. A copy of a despatch No. 135 of 22nd December 1892 in which Her Majesty's Secretary of State's recognition of Dr. Watt's work is recorded is appended to this Resolution.

2. The present publication has now cleared the way for the organised investigation of the economic resources of India which had from the first been contemplated, and indeed possesses its chief value in providing a basis for such continuous and intelligent enquiry as may lead to the issue hereafter of an even more complete account of them. Dr. Watt as Reporter on Economic Products has accordingly been desired to arrange for a working-plan which will be in due course communicated to local Governments and Administrations for opinion, and with the view of obtaining such co-operation from the Provincial Departments of Agriculture as may be found expedient.

ORDER.—Ordered, that a copy of the foregoing Resolution be forwarded to the

• The Government of Madras.	Local Governments and Administrations
" " " Bombay.	noted in the margin, to the several Depart-
" " " Bengal.	ments of the Government of India, to the
" " " the North-Western Pro-	Reporter on Economic Products to the
vinces and Oudh.	Government of India, and to Mr. J. F.
" " " the Punjab.	Duthie for information.
The Chief Commissioner of the Central Pro-	Ordered also, that the Resolution be
vinces.	published in the Supplement to the <i>Gazette</i>
" " " Burma.	of India.
" " " Assam.	
" " " Ajmere-Merwara.	
" " " Coorg.	
The Resident at Hyderabad.	

[True Extract.]

E. C. BUCK,

Secretary to the Government of India.

INDIA OFFICE ;

London, 22nd December 1892.

Revenue.
No. 135.

To His Excellency The Most Honourable The Governor General of India in Council.

MY LORD MARQUIS.—I forward herewith a copy of a letter of the 25th ultimo received from Dr. George Watt, C.I.E., referring to his Dictionary of the Economic Products of India, on the last volumes of which he was engaged at this Office from the 1st of December 1891 to the 1st of September 1892.

2. Dr. Watt is now able, with the despatch to Calcutta on the 18th November of his final proofs, to announce the completion of the Dictionary commenced by him under the orders of the Government of India in 1884.

3. As to the magnitude and importance of this work, and the care with which it has been performed, there can be no question ; and I have every reason to believe that it will be found to possess great practical value, and to reflect credit not only upon the compiler and those who assisted him, but also upon your Excellency's Government.

4. A copy of this despatch has been furnished to Dr. Watt, and I have, in conclusion, to request that the terms of it may also be communicated to Sir Edward Buck, under whose immediate instructions and supervision the Dictionary was prepared for publication.

I have the honour to be,

MY LORD MARQUIS,

Your Lordship's most obedient, humble Servant,

KIMBERLEY.



SUPPLEMENT TO
The Gazette of India.

No. 29.} CALCUTTA, SATURDAY, JULY 21, 1894.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first three months of the official year 1894-95, and of the twenty-three preceding years.

(IN THOUSANDS OF RUPEES.)

FOR THE THREE MONTHS, APRIL TO JUNE.

YEAR.	BENGAL.				BOMBAY.				SINDH.				MADRAS.				BURMA.				TOTAL BRITISH INDIA.				YEAR.
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	
1871-72	2,46	16,87	5,35	24,68	2,37	7,46	1,11	10,94	27	24	32	83	94	2,99	3,89	7,82	35	1,11	6,69	8,15	35,06	28,67	19,36	52,42	1871-72
1872-73	3,40	15,58	5,68	24,45	1,52	10,34	1,09	12,95	26	22	79	1,27	1,03	3,37	3,16	7,56	61	1,27	11,85	14,03	27,69	30,78	24,57	60,26	1872-73
1873-74	2,24	15,12	3,85	21,21	1,69	8,65	1,12	11,46	30	15	29	74	1,95	3,43	3,86	8,33	90	1,10	11,04	13,13	34,21	28,53	24,57	54,87	1873-74
1874-75	3,06	16,42	3,38	22,86	1,70	8,74	1,01	11,45	30	11	26	67	91	3,70	3,21	7,88	1,11	1,79	8,09	10,99	37,84	30,76	15,95	53,79	1874-75
1875-76	3,08	19,81	4,36	27,25	1,88	10,38	2,98	15,14	28	28	66	1,32	1,13	2,60	3,92	8,65	1,10	1,08	14,60	16,78	42,62	35,15	26,42	69,04	1875-76
1876-77	3,38	15,70	2,66	21,74	2,08	9,12	44	11,64	34	14	7	55	1,47	3,30	2,26	7,03	1,30	1,40	9,92	12,62	38,23	29,68	15,35	53,58	1876-77
1877-78	3,80	19,07	3,06	25,93	2,61	10,60	47	13,68	55	22	13	90	1,35	1,85	43	3,68	1,38	1,56	8,49	11,43	41,29	33,60	12,63	55,92	1877-78
1878-79	3,39	16,13	3,24	22,76	2,27	10,62	58	13,47	48	11	9	63	2,51	2,60	1,14	5,25	2,12	1,84	9,96	13,92	41,07	31,30	15,01	56,08	1878-79
1879-80	2,85	15,23	1,93	20,05	2,40	8,32	63	11,35	71	21	7	99	1,30	1,91	1,30	4,51	1,84	1,46	12,43	15,70	36,27	27,13	16,33	52,60	1879-80
1880-81	3,33	12,99	1,85	18,17	2,29	10,75	53	13,57	1,21	25	8	1,54	1,41	2,49	2,44	6,34	1,32	1,87	12,61	15,83	37,91	28,35	17,54	55,45	1880-81
1881-82	3,59	13,46	3,15	20,20	2,85	10,85	58	14,28	1,14	36	11	1,61	1,24	2,51	2,14	5,89	1,90	1,91	13,82	17,63	39,81	29,09	19,80	59,61	1881-82
1882-83	3,85	1	3,42	7,28	3,02	—680	50	2,84	92	2	18	1,12	1,42	...	1,11	2,53	2,32	1	18,99	21,32	10,89	—64	24,20	35,09	1882-83
1883-84	3,63	2	4,81	8,45	2,32	15	34	3,31	97	1	16	1,14	1,67	1	1,55	2,83	2,25	5	15,64	17,94	11,18	24	22,50	33,68	1883-84
1884-85	3,08	10	2,51	5,69	2,75	13	56	3,42	1,17	2	15	1,34	1,22	3	1,93	3,18	2,14	3	10,89	13,06	10,67	31	16,02	26,69	1884-85
1885-86	3,47	3	3,08	6,58	3,00	14	27	3,41	1,08	1	24	1,33	1,24	2	1,64	1,90	1,63	...	14,15	15,78	10,62	20	18,38	29,00	1885-86
1886-87	3,32	5	2,69	6,06	3,08	16	41	3,65	1,16	3	27	1,10	1,47	1	1,31	2,81	2,41	—20	14,07	16,46	11,69	23	18,75	30,44	1886-87
1887-88	2,82	10	2,96	5,88	3,53	14	52	4,19	1,37	3	21	1,01	2,24	—	1,25	3,49	2,71	1	13,85	16,57	12,95	28	18,79	31,74	1887-88
1888-89	3,63	1,08	4,66	9,37	3,70	1,17	47	5,34	1,15	21	17	1,57	2,49	40	1,24	3,02	2,47	30	8,87	11,64	16,43	2,95	15,41	31,84	1888-89
1889-90	3,50	1,85	3,57	8,92	4,06	90	28	5,68	1,39	26	21	1,50	2,40	3	1,61	4,04	2,16	73	15,21	18,10	17,28	3,77	21,32	38,60	1889-90
1890-91	3,93	1,61	4,13	9,67	4,39	1,93	54	6,75	1,64	13	28	2,05	2,97	33	1,12	4,42	2,53	3	18,06	20,42	19,18	4,02	24,13	43,31	1890-91
1891-92	3,86	2,06	3,68	9,58	4,48	1,96	36	6,80	1,37	34	22	1,83	2,43	38	99	3,80	2,29	17	17,30	19,78	19,34	4,91	22,80	41,84	1891-92
1892-93	4,93	2,77	3,21	10,91	4,40	1,76	50	6,66	1,33	27	23	1,83	2,60	8	99	3,67	2,85	8	10,64	13,57	19,17	4,96	15,57	35,74	1892-93
1893-94	3,79	1,67	3,95	9,41	4,41	9,44	58	7,43	1,53	21	16	1,00	2,38	28	1,10	5,376	2,16	1	14,30	16,47	18,88	4,61	20,09	38,97	1893-94
1894-95	4,10	8,34	3,53	15,97	4,57	20,77	73	26,07	1,90	2,07	20	3,50	2,59	2,76	1,89	7,24	1,98	1,90	16,25	20,13	50,37	35,84	24,60	71,97	1894-95

* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch)
Calcutta, 19th July 1894.

STEPHEN JACOB,
Off. Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

REORGANISATION OF THE SERVICE OF WHOLE TIME CANTONMENT MAGISTRATES
IN INDIA.No. ^{9-Judl.}
774-784.*Extract from the Proceedings of the Government of India in the Home
Department (Judicial),—under date Simla, the 18th July, 1894.*

Read—

Home Department Circular letter No. ^{19-Judicial}₈₁₀₋₈₁₆, dated the 12th July 1893.Reply from the Government of Madras, No. 2034, dated the 3rd October 1893, to
Military Department.

" " the Government of Bombay, No. 6885, dated the 2nd November 1893.

" " the Government of Bengal, No. 3632-A., dated the 10th August 1893.

" " the Government of the North-Western Provinces and Oudh, No. 2297,
dated the 8th August 1893.

" " the Government of the Punjab, No. 6-C., dated the 18th October 1893.

" " the Chief Commissioner of the Central Provinces, No. 5901, dated the 5th
August 1893." " the Chief Commissioner of Burma, No. 740-4-C.-5, dated the 25th July
1893.

RESOLUTION.

IN the Circular letter quoted in the preamble it was suggested by the Government of India that Cantonments which have special Cantonment Magistrates should be divided into two classes, *viz.* important (those with a civil population of 10,000 or more) and minor Cantonments (those with a civil population of less than 10,000), with a view to the appointment of the most experienced officers to the posts considered most onerous and responsible. It was also stated that one of the essential features of the new scheme to improve the service of Cantonment Magistrates, which has lately been introduced, is the establishment of a general service to form the recruiting ground for a large portion of the Judge Advocate-General's Department. The Local Governments concerned were asked whether, in order to give effect to the objects mentioned, they would agree to the transfer of Cantonment Magistrates being made irrespective of Presidency and Province, and to the selection and appointment of these officers being left to the Government of India.

2. The Governor General in Council is glad to observe that the suggested classification of Cantonments has been everywhere accepted, except as regards certain Cantonments under the Foreign Department where the circumstances are peculiar; the Cantonments to which it will be applied are shewn in the annexed list.

3. The proposal that the selection and appointment of Cantonment Magistrates for these Cantonments should be left to the Government of India is also generally accepted. The Government of Madras point out that the formal appointment as Magistrate must (under section 12 of the Code of Criminal Procedure, 1882, and section 7 of the Cantonments Act, 1889) remain with the Local Government; the Government of Bombay would add a proviso that as many places on the general cadre of Cantonment Magistracies as there are sole charge Cantonment Magistracies in the Bombay Command should be filled by officers of the Bombay Army, if properly qualified; and His Honour the Lieutenant-Governor of the Punjab urges that privilege leave vacancies should be filled locally as at present.

The Governor General in Council is pleased to direct that in future the Government of India will nominate officers to the Department. The services of the officers selected from time to time will be placed at the disposal of the Local Governments, who will then empower them in accordance with the Acts quoted. In making selections the Government of India will endeavour to secure that officers having local experience in each Province and Presidency shall be duly represented, as far as possible, in the Cantonments therein situated. Vacancies for not more than three months may be filled up as at present by the Local Governments without reference to the Government of India.

4. Some exception has been taken to the proposed transfer of officers between different Presidencies and Provinces. The Governments of the North-Western Provinces and Oudh, and of the Punjab, under which the majority of the Cantonments are, seem to anticipate administrative inconvenience if this proposal is accepted. Sir Charles Crosthwaite considers that in the larger Cities and Cantonments in his Province it is essential to have officers of long experience and knowledge on the spot who would be capable of dealing with the people in emergencies such as occasionally arise in those places; His Honour thinks that if military officers appointed as Cantonment Magistrates are no longer to be subject to transfer and removal under the orders of the Local Government, and are to be changed from one Province to another, they will begin to consider themselves independent of the authority of the District Magistrate to whom they are by law subordinate; and that probably officers who have been found wanting in one Province will be transferred to another and appointed to stations without any regard to their knowledge of the language and the customs of the people, or to their special fitness for the requirements of the stations to which they may be posted. Sir Dennis Fitzpatrick desires that only officers of at least five years' experience as Cantonment Magistrate, who have passed all the necessary examinations and who have been habitually conducting the business of their courts in the Hindustani language within the two previous years, should be transferred from other parts of India to the Punjab. His Honour the Lieutenant-Governor of Bengal also deprecates the transfer of an officer from one Presidency to another with which he is unacquainted.

5. It seems to the Governor General in Council that the object of the proposal has been somewhat misapprehended. When it was suggested that an important Cantonment should be understood to mean one the charge of which should, unless for exceptional reasons, be held by an officer of at least five years' experience as a Cantonment Magistrate who has passed all the necessary examinations, while a minor Cantonment might be held by a Cantonment Magistrate of less experience, provided no other officers were available, it was not intended that a hard and fast rule should be laid down. One of the main objects of the changes proposed is to secure the most experienced officers for the most onerous and responsible charges, as well as to give more officers an opportunity of gaining experience in important Cantonments so as to qualify for selection for the Judge Advocate-General's Department. The Government of India in no way wish to waste local knowledge and experience by frequent transfers to distant parts of India. Ordinarily, an officer of over five years' experience and in charge of an important Cantonment would not be transferred to another Province; but it seems obvious that in many cases there will be a distinct administrative advantage in transferring an officer who has gained considerable experience in a minor Cantonment to a Cantonment in another Province where there are only officers of little or no experience available. Cases such as those mentioned by His Honour the Lieutenant-Governor of the Punjab, of Cantonment Magistrates in charge of important Cantonments who have less than five years' experience, but have acquired a considerable knowledge of the laws, language, and customs of the Province in which they are serving, would usually be treated as exceptional; such officers would not be transferred when it would, on the whole, be advantageous that they should not be moved. The Government of India do not propose to transfer any officer without consulting the Local Governments concerned, or without communicating the confidential reports concerning his character and capacity. If it is shown that it will be a distinct administrative advantage not to make a proposed transfer, the rule will be relaxed. Subject to the rule as to the

qualification of five years' experience for an important Cantonment Magistracy, the Government of India will not limit the power of Local Governments to transfer Cantonment Magistrates within the Provinces as before; but if it is desired to make an exception to the five years' rule, a previous reference should be made to the Government of India.

6. With these reservations the proposal to make transfers irrespective of Presidency and Province, which is essential to the scheme of an Imperial Department of Cantonment Magistrates leading up to the Judge Advocate-General's Department, appears, in the opinion of the Governor General in Council, to be likely to prove of advantage to the administration, and His Excellency in Council desires that it should be tried.

7. It is therefore decided that the officers serving in the Cantonment Magistracies in the appended list be formed into an Imperial service under the Home Department of the Government of India, to which applications for leave of absence for more than three months should be made through the Local Government, and to which all communications concerning vacancies of more than that period should be addressed. Further orders will be issued on some subsidiary matters, such as the qualifying examination to be passed by candidates for appointment to the Department.

ORDER.—Ordered that this Resolution be communicated to the Local Govern-

Madras.
Bombay.
Bengal.
North-Western Provinces and Oudh.
Punjab.
Central Provinces.
Burma.

ments and Administrations marginally noted, for information and guidance, and to the Foreign and Military Departments and the Department of Finance and Commerce, for information, and that it be published in the Supplement to the *Gazette of India*.

[True Extract.]

J. P. HEWETT,

Offg. Secretary to the Government of India.

Important Cantonment Magistracies.

Name.	Population.	Local Government.
1. Umballa ...	51,016	Punjab.
2. Meerut ...	45,734	North-Western Provinces and Oudh.
3. Kamptee ...	37,904	Central Provinces.
4. Rawal Pindi ...	37,870	Punjab.
5. Poona—Kirkee ...	32,620	Bombay.
6. Mhow ...	31,773	Foreign Department.
7. Ferozepore ...	25,187	Punjab.
8. Agra ...	21,469	North-Western Provinces and Oudh.
9. Sialkot ...	21,122	Punjab.
10. Peshāwar ...	21,112	Ditto.
11. Lucknow ...	20,794	North-Western Provinces and Oudh.
12. Cawnpore ...	19,000	Ditto ditto.
13. Mandalay ...	18,744	Burma.
14. Meean Meer ...	17,257	Punjab.
15. Jullundur ...	15,827	Ditto.
16. Neemuch ...	15,291	Foreign Department.
17. Barrackpore and Dum-Dum ...	14,911	Bengal.
18. Rangoon ...	14,556	Burma.
19. Dinapore ...	14,153	Bengal.
20. St. Thomas' Mount ...	13,137	Madras.
21. Nowgong ...	10,902	Foreign Department.
22. Belgaum ...	10,733	Bombay.
23. Bareilly ...	10,557	North-Western Provinces and Oudh.
24. Allahabad ...	10,540	Ditto ditto.
25. Mooltan ...	10,297	Punjab.

Minor Cantonment Magistracies.

26. Deesa ...	9,660	Bombay.
27. Fyzabad ...	6,235	North-Western Provinces and Oudh.
28. Benares ...	5,689	Ditto ditto.
29. Rānikhet ...	4,500	Ditto ditto.
30. Jhansi ...	3,730	Ditto ditto.
31. Roorkee ...	2,370	Ditto ditto.
32. Chakráta ...	1,511	Ditto ditto.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, July 14th, 1894.

General Summary.—The chief feature of interest during the past week has been the passage across the country of two more storms of the kind which occur during the rains, and which this year have been so numerous owing to the unsteadiness of the Bengal monsoon current. The first was perhaps a resuscitation in Bundelkhand of the storm which last week apparently filled up on the 6th in the central districts of the North-Western Provinces. On the 7th heavy rain was reported from Baghelkhand, Bundelkhand, and the adjacent districts of the Central Provinces, and by the morning of the 8th a well marked depression was shown in that area, which advanced westwards through Rajputana and Lower Sind, and finally on the 11th passed out into the north of the Arabian Sea along the Mekran Coast. The passage of this storm had the effect of still further strengthening the Bombay monsoon current, which gave good general rain during the week in the West Coast districts and a few showers also in the Deccan, where hitherto rainfall has been in serious defect.

The second cyclonic storm was a remarkable one. It commenced forming in the north of the Bay of Bengal on the 8th, and at first developed very slowly. It was not till the morning of the 11th that it commenced approaching the Orissa Coast, but during the next twenty-four hours it developed considerably and on the morning of the 12th was a well defined storm of its class with steep gradients, especially in its eastern quadrant, which, however, were due more to an unusual excess of pressure to the east of the storm area than to deficiency of pressure within it. But this storm was chiefly remarkable for the excessive rapidity of its march across India; as, in forty-eight hours after fairly crossing the coast, it covered the distance between Sambalpur in the eastern districts of the Central Provinces and Hyderabad in Sind, or a distance of over a thousand miles. Owing to the rapidity of its advance, the rainfall recorded in its track was not heavy. A third storm commenced forming in the Bay on the 13th and continued to develop during the next day, but it had not commenced to cross the coast by the close of the week.

The rainfall of the week in North-Eastern India was much smaller in quantity and less general in character than that of the previous week, due chiefly to the partial withdrawal of the Bay monsoon current during the formation of the second and third of these storms.

The increased rainfall in the provinces dependent on the Bombay branch of the monsoon current caused a large reduction of temperature in those provinces, while temperature was slightly higher, as shown by variations from the normal, in Bengal, Assam, and the North-Western Provinces. The mean temperature of the whole of India for the week was 2° below the normal.

Daily Summary.—*Sunday.*—The changes of pressure were large and important. Pressure had fallen briskly in Burma and the east of the Bay, indicating the commencement of another cyclonic storm in the Bay and had also given way briskly in Baghelkhand, Bundelkhand, and the adjacent districts of the North-Western Provinces and Rajputana, where a well marked depression was shown. Winds had fallen off rapidly in strength at the head of the Bay and had shifted to north-east at Akyab. Rain had fallen generally over the greater part of India. Falls exceeding 3 inches were reported from Sirsa and Mormugao and falls between 2 and 3 inches from Moulmein, Diamond Island, Mymensingh, Hazaribagh, Gaya, Dera Ismail Khan, Sambhar, and Mangalore.

Monday.—The depression in Bundelkhand had advanced to Central Rajputana. Pressure had fallen in Bengal, and the disturbance in the Bay had evidently continued to develop. Winds had fallen off still more in South Bengal and had shifted to north at Saugor Island. Rain had fallen in larger amounts in the West Coast districts. In Bengal rain had been only local. The most important falls reported were:—Mormugao 5·17 inches, Goa 5 inches, and

Bassein 4·2 inches. The following stations received amounts exceeding 2 inches:—Karwar, Mangalore, Surat, Veraval, Mount Abu, Jubbulpore, and Chittagong.

Tuesday.—The cyclonic storm in North-Western India had intensified during the past twenty-four hours and was entering Lower Sind. The depression in the Bay was developing slowly. Winds were cyclonic in direction at the head of the Bay, but were still feeble. Winds had strengthened considerably on the Cutch and Kathiawar Coasts, and at Bhuj were blowing at the rate of 44 miles per hour. The partial break in the rains in Bengal continued, but heavy rain had fallen on the West Coast and to the south of, and in the area of, the storm in Sind. Mount Abu received 4·29 inches, Bhuj 4·35 inches, Bombay 4·07 inches; and Surat, Rajkot, Karwar, Mormugao, and Belgaum amounts exceeding 2 inches. Moderately heavy rain had fallen in Burma, Diamond Island reporting a fall of 3·44 inches.

Wednesday.—The cyclonic storm in Lower Sind had passed out into the north of the Arabian Sea. Pressure had fallen on the Orissa and North Madras Coast, and the depression in the Bay had commenced to approach the Orissa Coast. Pressure was more or less in excess of the normal in Northern and Central India. Strong winds had prevailed on the Sind, Cutch, and Kathiawar Coasts during the past day. Winds continued light, though cyclonic in direction, on the Bengal and Orissa Coasts. The Bombay monsoon current had given general rain over nearly the whole area subjected to its influence, and heavy rain in the Konkan and in the area of the cyclonic storm, which had passed through Cutch and Lower Sind. Only light rain had fallen in Bengal. Karachi received 3·48 inches, Surat 2·95 inches, Bombay 2·31 inches, Mormugao 2·16 inches, Calicut 2·57 inches, and Amraoti 2·21 inches.

Thursday.—The cyclonic storm in the Bay had crossed the Orissa Coast, and its centre was in the eastern districts of the Central Provinces to the south-east of Sambalpur. Pressure was largely in excess in Bengal and Burma, and in consequence of this the gradients in the eastern quadrant of the storm were steeper than they otherwise would have been, for the deficiency of pressure in the central area did not much exceed a tenth of an inch. Strong cyclonic winds were blowing at the head of the Bay, and the cyclonic circulation was well defined over the whole of the storm area. The following are the more important falls of rain reported:—Ratnagiri 3·66 inches, Belgaum 3 inches, Saugor 3·2 inches, Murree 2·5 inches, Ahmedabad 2·75 inches, and Jubbulpore 2·65 inches.

Friday.—The cyclonic storm had moved with unusual rapidity, and had advanced to the western states of Central India with its centre to the west of Indore. It had thus travelled nearly 600 miles during the previous twenty-four hours. Pressure had commenced giving way in Burma, and indications were present showing that another storm had probably commenced forming in the Bay area. Winds had in consequence again fallen off in strength at the head of the Bay. Rain continued small in amount in North-Eastern India, the only large fall being 2·47 inches at Julpaiguri. The following were the chief falls reported from the West Coast, Central India, Central Provinces and Rajputana, where moderate to heavy rain had fallen:—Hoshangabad 3 inches, Mangalore 2·84 inches, Goa 2·04 inches, Khandwa 2·13 inches, Indore 2·19 inches, Mount Abu 2·1 inches.

Saturday.—Pressure had fallen rapidly in Lower Sind, where the storm had advanced during the past twenty-four hours, and had risen very rapidly in Central India. The centre of the storm was a little to the south-east of Hyderabad, but pressure in the central area was nearly normal, so that the depression had filled up to a certain extent. Pressure had fallen in Burma, Bengal, and the north of the Bay, and the disturbance in the Bay had evidently continued to develop. The chief falls of rain reported were:—Tavoy 5·14 inches, Rajkot 4·13 inches, Bhuj 3·59 inches, Ahmedabad 3·1 inches, and Goa 3 inches.

Temperature.—Unusually cool weather prevailed during the week in the Punjab, Central India, Gujarat, Sind, and Rajputana and to a less degree in Bombay, the Central Provinces, and Madras. Temperature was most largely in defect in the Punjab, especially during the first three days of the week, when the mean temperature of the whole province was from 6° to 9° below the normal. The defect of the mean temperature of the week in Bombay and Madras was not large, but, as temperature in these provinces had been in excess of the normal last week, there was a considerable decrease; in the case of Madras amounting to over 4°.

While the temperature of the provinces dependent on the Bombay monsoon current had thus fallen considerably owing to the increased rainfall received in that area during the week, there was a corresponding rise of temperature in Bengal, where the rainfall had fallen off in amount.

The mean temperature for the whole of India was in defect on every day of the week, the defect being greatest during the first four days. For the whole week the average defect amounted to 2°.

The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India :

PROVINCE.	July 1894.							Mean variation of week.
	8th.	9th.	10th.	11th.	12th.	13th.	14th.	
	°	°	°	°	°	°	°	°
Burma	—1·5	—1·2	—1·4	—1·1	0	+1·3	+0·3	—0·5
Bengal and Assam	—3·1	—1·7	+0·6	+1·1	+0·1	—0·3	+0·1	—0·5
North-Western Provinces and Oudh	—2·6	—3·1	—2·6	—0·8	—0·3	+0·5	—0·2	—1·3
Punjab	—6·6	—9·0	—5·9	—4·2	—2·4	—5·0	—0·6	—4·8
Bombay	+0·2	—1·3	—1·2	—1·6	—2·2	—2·0	—2·0	—1·4
Central Provinces and Berar .	—0·4	—0·2	—1·5	—1·2	—1·2	—2·2	—2·1	—1·3
Central India and Gujarat .	—2·9	—4·6	—5·4	—3·3	—1·8	—2·6	—4·1	—3·5
Sind and Rajputana	—3·4	—3·1	—4·4	—5·4	—4·4	—2·6	—2·5	—3·7
Madras	+0·3	—1·2	—1·5	—1·2	—1·6	—1·8	+0·6	—0·9
Mean for whole of India . .	—2·2	—2·8	—2·6	—2·0	—1·5	—1·6	—1·2	—2·0

Rainfall.—The rain given by the Bengal branch of the monsoon current has been generally in defect of the normal, except in Tenasserim, Lower Burma, Chota Nagpur, and the eastern districts of the North-Western Provinces, where a slight excess has been received. On the other hand, the rainfall of the week has been in excess in the Punjab, the Central Provinces, Berar, Rajputana, Central India, Bombay (North), and the Bombay Coast districts. It has also been in excess of the normal on the Madras East Coast (North). But it was not as heavy as usual in Southern India, Malabar, Mysore, and the East Deccan, though in most cases the defect was not as large as it was last week.

A reference to the last three columns of the table at the close, giving the figures for the rainfall of the whole monsoon period up to 14th July, shows that more rain than the normal average fall of the period has been received in the North-Western Provinces, the Punjab, the Central Provinces, Central India, Rajputana, Sind, Gujarat, and Kathiawar. The greater part of Bengal has also had more rain than usual, but in Assam, North Bengal, and North Bihar the rainfall has been in defect. In Burma it was nearly normal in Lower and Central Burma, in excess in Tenasserim, and in slight defect in Arakan. In the Peninsula rainfall has been in excess in the Konkan, the Bombay Deccan, Khandesh, and the northern districts of the east coast of Madras. The only part of India where the rainfall is in serious defect is Southern India and the East Deccan, but the conditions in this area have improved considerably during the past week.

Heavy rain was received in the Konkan and the Bombay Deccan, and some large amounts were reported from stations in these divisions. The most remarkable are the following :

Konkan.—Mohad 37·20 inches, Khed 37·09 inches, Bhiwandi 25·83 inches, Honavar 18·95 inches, and Thana 18·32 inches.

Bombay Deccan.—Bavda 32·78 inches, Chandgod 20·25 inches, Javli 18·54 inches, and Mulshi 18·30 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JULY 14TH, 1894.			RAINFALL DATA FROM JUNE 3RD TO JULY 14TH, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, June 3rd to July 14th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	11'60	11'41	+ 0'19	76'28	60'35	+ 26
	Lower Burma	7'18	5'30	+ 1'88	29'83	28'18	+ 6
	Central Burma	3'23	3'86	- 0'63	21'45	22'46	- 4
	Upper Burma	2'08	?	?	9'30	?	?
	Arakan	4'06	10'88	- 6'82	61'52	71'86	- 14
BENGAL AND ASSAM	Eastern Bengal	2'24	3'89	- 1'65	28'38	27'45	+ 3
	Assam (Surma)	2'67	6'46	- 3'79	43'88	51'31	- 14
	Do. (Brahmaputra)	0'89	3'36	- 2'47	18'75	22'33	- 16
	Deltaic Bengal	2'35	2'52	- 0'17	17'18	15'18	+ 13
	Central Bengal	1'69	2'46	- 0'77	17'66	15'46	+ 14
	North Bengal	2'09	4'76	- 2'67	27'69	34'08	- 21
	Orissa	2'43	2'92	- 0'49	15'59	13'80	+ 13
	Chota Nagpur	3'16	2'86	+ 0'30	17'63	13'31	+ 32
	Bihar (South)	1'46	2'27	- 0'81	14'52	10'89	+ 33
NORTH-WESTERN PROVINCES AND ODDH.	Do. (North)	1'42	2'48	- 1'06	12'65	14'58	- 13
	North-Western Provinces (East)	2'91	2'77	+ 0'14	15'57	9'20	+ 69
	Do. (Submontane) (a)	2'19	2'98	- 0'79	15'30	11'18	+ 37
	Oudh (South)	1'56	2'60	- 1'04	14'06	9'30	+ 51
	Do. (North)	1'44	2'99	- 1'55	15'18	11'07	+ 37
	North-Western Provinces	2'14	2'41	- 0'27	14'79	7'83	+ 89
	(Central).						
	North-Western Provinces	1'16	1'94	- 0'78	7'88	6'32	+ 25
	(West).						
PUNJAB	North-Western Provinces	0'99	3'32	- 2'33	13'42	11'38	+ 18
	(Submontane). (b)						
	Punjab (South)	2'20	0'95	+ 1'25	8'49	3'21	+ 164
	Do. (Central)	1'04	1'42	- 0'38	7'61	5'36	+ 42
	Do. (Submontane)	3'48	1'90	+ 1'58	17'43	6'48	+ 169
	Do. (Hill Districts)	5'28	4'70	+ 0'49	28'06	17'89	+ 57
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Do. (North-West)	2'97	1'15	+ 1'82	8'19	3'42	+ 139
	Do. (West)	1'76	0'49	+ 1'27	2'72	1'39	+ 96
	Malabar	6'18	8'03	- 1'85	37'52	49'42	- 24
	Madras (South Central)	0'90	1'79	- 0'89	3'44	7'56	- 54
	Coorg	4'11	9'59	- 5'48	27'34	44'10	- 38
	Mysore	1'60	2'03	- 0'43	4'08	8'02	- 49
	Konkan	20'16	11'14	+ 9'02	50'49	49'81	+ 1
	Bombay Deccan	5'20	1'96	+ 3'24	11'74	8'55	+ 37
	Hyderabad (North) . . . . .	...	...	...	...	...	...
CENTRAL PROVINCES AND BERAR.	Khandesh	3'26	1'34	+ 1'92	7'42	7'25	+ 2
	Berar	3'54	2'56	+ 0'98	11'41	12'66	- 10
	Central Provinces (West)	3'86	3'27	+ 0'59	13'13	12'71	+ 3
	Ditto (Central)	3'76	4'07	- 0'31	18'88	15'68	+ 20
BOMBAY (NORTH)	Ditto (East)	3'74	2'95	+ 0'79	19'16	15'18	+ 26
	Gujarat	9'12	4'90	+ 4'22	25'01	14'84	+ 69
	Kathjavar	9'04	2'50	+ 6'54	18'90	7'27	+ 160
RAJPUTANA AND CEN- TRAL INDIA.	Sind	3'52	0'83	+ 2'69	3'90	1'48	+ 163
	Central India (East)	3'74	3'10	+ 0'64	17'04	12'98	+ 31
	Rajputana (East), Central	4'84	2'34	+ 2'50	11'63	8'47	+ 37
	India (West).						
MADRAS	Rajputana (West)	2'73	1'16	+ 1'57	9'52	3'78	+ 152
	East Coast (North)	2'95	1'64	+ 1'31	9'12	7'79	+ 17
	Ditto (ditto) (a)	10'75	3'68	+ 7'07	20'12	16'31	+ 23
	Hyderabad (South)	0'91	1'33	- 0'42	2'81	6'74	- 68
	Madras (Central)	0'64	1'20	- 0'56	2'17	4'36	- 50
	East Coast (Central)	0'96	1'28	- 0'32	2'90	4'80	- 40
	Ditto (South)	0'41	0'58	- 0'17	1'93	3'28	- 41
	Madras (South)	0'02	0'23	- 0'21	0'91	1'46	- 38

SIMLA, 19th July 1894.

W. A. BION,
Actg. Asst. Meteorological Reporter to the
Government of India.

E. C. BUCK,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 14th July.*—Rainfall heavy or good in the Circars and on the West Coast, moderate or light elsewhere; subsequent fall has been good in the Deccan and Carnatic districts. Irrigation supplies limited to larger works and wells, but are good. Cultivation and sowing proceeding everywhere and standing crops fair, the recent rainfall having been very beneficial. Pasturage scarce in parts, but fodder sufficient. Cattle generally in good condition. The rainfall from April to June has been good in the Circars and on the West Coast; elsewhere it is below the average, especially in the Carnatic and Southern districts and chiefly in respect of the June rainfall. The recent fall in the Deccan, Carnatic, and in parts of the Central districts is most valuable for the early crops, and allows of sowings being pushed forward, which had been somewhat retarded. Still it is too early to forecast prospects at all definitely but there is no reason to apprehend any distress or difficulties. Prices almost stationary during the week, though rather dearer; in the Southern districts they are high and since April have risen generally, but not so much as is usual in the period.

Bombay.—*For week ending 18th July.*—Rain has fallen throughout the Presidency, but more is required in Poona, Sholapur, Belgaum, and Bijapur; in the last district it is urgently wanted but appears imminent. Agricultural prospects are serious in parts of the Upper Sind Frontier, where heavy floods are expected. In other districts no distress or difficulties apprehended. In North Deccan prospects of the autumn season have much improved; even in those districts of the South Deccan and Carnatic where heavy rain has still held off prospects are not far from normal. Standing crops have been damaged by excessive rain and floods in parts of Karachi, Kaira, and Broach. Excessive rain has also damaged the autumn seed sown in parts of the Ahmedabad district. Preparations for the season retarded in Broach owing to heavy rain, and in parts of Shikarpur owing to breaches in canals. Sowing continues in parts of twelve districts, but retarded in parts of three others owing to excessive rain or want of moisture. Transplantation progressing in parts of six districts. Fodder deficient in parts of Nasik and Sholapur. Water insufficient in parts of Sholapur. Prices steady, except in parts of four districts.

Bengal.—*For week ending 14th July.*—There was general but light rain during the week. Agricultural prospects, however, continue favourable. Reports of early rice, jute, and sugarcane are generally very hopeful. In North and East Bengal early rice and jute are being reaped and the outturn as reported from some districts is sixteen annas. Cultivation of winter rice and all autumn crops is progressing, but in parts of North Bengal and North Bihar more rain is required for transplanting operations. Indigo manufacture is going on satisfactorily. Condition of cattle is good, and no cattle-disease or want of fodder is reported. Prices are high in the Dacca division but there appears to be no cause for anxiety yet. In Tipperah some distress is felt, and gratuitous relief is being given in parts of the Brahmanbaria and Sadr sub-divisions. During the week under report 800 persons (55 men, 219 women, and 526 children) received gratuitous relief in the district against 3,162 (351 men, 1,051 women, and 1,760 children) in the previous week. Distribution of gratuitous relief in the Brahmanbaria sub-division has since been closed.

North-Western Provinces and Oudh.—*For week ending 18th July.*—The rainfall has been generally lighter during the week. In some places more

rain is needed for the rice sowings; other crops are germinating well and weeding is in progress. Agricultural prospects are favourable everywhere and no distress or difficulties are apprehended. Fodder and supplies sufficient, and prices fairly steady.

Punjab.—*For week ending 18th July.*—Rain has fallen in all districts, except Umballa. Sowings of autumn crops in progress and prospects are generally reported good, except in Rawalpindi, where prospects appear to be average. Recent rains have benefited the crops in Dera Ismail Khan. Locusts appeared in part of Ferozepore but did no damage. Melon crop slightly damaged by rain in Dera Ismail Khan. Cattle are generally reported in good condition, and fodder is sufficient throughout the province. The agricultural position is good. The spring harvest was excellent. Stocks are large, grain is cheap, and no difficulties or distress is anticipated in any district. The monsoon rains have been general, and prospects of the autumn crops are good. Prices continue high in four districts, rising in two others, falling in two, and low elsewhere.

Central Provinces.—*For week ending 18th July.*—Rainy weather has continued. The falls have been very unequal, being generally heavier in the Northern than in the Southern districts, and ranging from 2 inches in Damoh, Seoni, and Sambalpur to 6 inches in Bilaspur. The rainfall of the season is 17 inches in excess of the normal at Saugor and 7 and 4 inches in excess at Damoh and Jubbulpore respectively; about normal in the Nerbada Valley, in deficit by 4 or 5 inches in the Nagpur country, Raipur, and Sambalpur, and by as much as 10 inches in Seoni. The distribution has been very irregular, but crop reports are generally favourable, except from Saugor, Damoh, and Sambalpur. In Saugor and Damoh the sowings of millet have been seriously impeded by heavy rain, and in Saugor only a fourth of the area is said to have been sown; on the other hand, the rainfall has been suitable for rice in both districts. In Sambalpur, on the other hand, the rainfall has been insufficient for the rice transplantation which is backward; elsewhere prospects are so far favourable, and the only serious feature in the season is the condition of the millet crop in Saugor and Damoh, which are unfortunately the districts where a good millet crop is most required. The number of persons on relief works in Saugor and Damoh has risen to 10,348 and 2,290 respectively. No gratuitous relief. Regarding the import traffic the Saugor report is incomplete; Damoh imported 5,700 maunds by road. Prices show but little change—wheat and gram are stationary in Saugor at 13½ and 18½ seers respectively; in Damoh wheat has fallen a little to 10½ seers and gram is stationary at 14 seers. Prices of wheat are stationary in Narsinghpur and Hoshangabad at 13 and 16½ seers respectively. The only district, besides Saugor and Damoh, which reports the existence of unusual hardship is Chanda, where the poorest classes have been pinched for some weeks past and prices are still high.

Burma.—*For week ending 14th July.*—Rain has fallen everywhere and has been abundant, except in Lower Chindwin, Pokokko, Minbu, and Magwe where it has been light. Ploughing for the main paddy crop in Lower Burma is in progress everywhere, but is impeded in three districts by cattle-disease. Sowing and transplanting continue. In Upper Burma ploughing for the main crop is universal. Sowing of cotton and sesamum continues. Crop prospects are normal, there having been no check to agricultural operations. There is no apprehension anywhere of distress or difficulties, and though the rainfall in the central zone has been light, it is up to the average and the crops are on the whole doing fairly well; it is too early to form a definite opinion for this tract. Fodder and water sufficient. In Lower Burma the price of paddy is about normal and is steady, and in Upper Burma it shows a tendency to rise towards normal.

Assam.—*For week ending 17th July.*—Weather hot. Rainfall below normal. Harvesting of early and transplanting of late rice continue. Prospects

of tea good. Condition of cattle fair. Fodder abundant, except in parts of Sylhet, and water sufficient.

Mysore and Coorg.—*For week ending 18th July.*—**MYSORE:** Good rain in parts of the Kadur and Shimoga districts; slight elsewhere. Rain much needed in parts. Crops and prospects good. Prices slightly risen in the Hassan district.

COORG: Rainfall good. Rice transplanting commenced. Prospects of coffee, cardamom, and *ragi* (*Eleusine coracana*) good. Fodder and water for cattle abundant. Prices continue normal.

Berar and Hyderabad.—*For week ending 18th July.*—**BERAR:** Weather cooler and usually cloudy with favourable rainfall for sowing operations. Preparation of land for ensuing rain crop is well advanced, and sowings are in active progress. Cotton plants are thriving satisfactorily, and crop prospects up to date promise well. Fodder insufficient in parts of Akola, Ellichpur, and Wun, but water-supply ample. Prices fluctuating in one district; otherwise steady. Agricultural stock reported weak in Wun, but healthy elsewhere. The estimated store of *jowar* (*Sorghum vulgare*) retained for local consumption is enough for present requirements. Funds have been allotted for land improvement, and applications from cultivators are being attended to. District officers are unanimous in opinion that no distress or difficulties requiring the attention of Government need be anticipated, as the general condition of the agricultural population is good.

HYDERABAD: Rainfall good. Lands being prepared for sowing of autumn crops. Prices normal.

Central India.—*For week ending 18th July.*—Rain fell throughout Central India during the week. Bundelkhand and Baghelkhand appear to have received more than is required. Agricultural operations have been resumed in Bundelkhand and Goona, and are in progress in all other Agencies. The distress in Gwalior which threatened owing to failure of the crops is less severe than was anticipated, and if the present favourable monsoon conditions continue, there need be no apprehension regarding the people or the crops. The present agricultural position and prospects in Bhopal are favourable, and in places where the spring crop failed there is no acute distress, and arrangements for relief and seed-grain have been made. Satisfactory reports have been received from the other Agencies. Prices of food grains are high in Bhopal and Goona, rising above normal in Bundelkhand, and at normal in other Agencies.

Rajputana.—*For week ending 18th July.*—Rainfall good throughout Rajputana; heaviest fall registered over 11 inches in Shahpura. Agricultural operations in progress, except in Kotah where continued rain delays the autumn sowings. Standing crops, prospects, and condition of cattle generally good. Pasturage or fodder sufficient. Prices falling in five States, rising in one, and steady elsewhere. In the Sironj pergunnah of Tonk in Central India the last wheat crop failed owing to rust but measures were taken to avert distress and provide against future loss. No distress or difficulties apprehended anywhere in Rajputana.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 17th July.*—Rainfall moderate. Reaping of barley and wheat completed. Standing maize and rice crops in good condition. Sowing of gram in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 18th July.*—Heavy rain. Weather cloudy. Weeding of autumn crops in progress. Standing crops in fair condition. Fodder sufficient. Prices stationary.

Nepal.—*For week ending 14th July.*—Weather bright and warm with daily showers. Rice crop backward for want of sufficient rain.

E. C. BUÇK,

Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 8TH JULY 1894,
AND FROM 1ST TO 7TH JULY 1894.

N.B.—As regards the figures in column *Total Earnings from 1st July 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1893.	FIRST 8 DAYS OF JULY 1893.				WEEK ENDING 7TH JULY 1894.				Earnings from 1st to 8th July 1893.	Earnings from 1st to 7th July 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
<i>Standard gauge—</i>													
East Indian	552	1,634	10,14,943	631	1,683	9,03,057	537	10,14,943	9,03,057	...	1,11,886	...	
Bengal-Nagpur	107	803	1,10,072	128	802	64,820	75	1,10,072	64,820	...	45,252	...	
Indian Midland	112	752	76,777	102	752	84,204	112	76,777	84,204	7,427	...	...
Bezwada Extension	100	21	1,886	90	21	1,674	80	1,886	1,674	...	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (a)	216	1,699	3,74,582	220	1,719	4,15,430	242	3,74,582	4,15,430	40,848	...	...
Palampur-Deesa	49	...	...	...	17	810	48	...	810	810	...	...
South Indian	142	1,043	2,04,072	106	1,042	1,70,859	104	2,04,072	1,70,859	...	33,213	...	
Mayavaram-Mutput	...	...	...	...	54	4,799	89	...	4,799	4,799	...	...
Southern Mahratta (b)	90	1,156	1,24,459	108	1,164	1,43,254	123	1,24,459	1,43,254	18,795	...	...
Bengal and North-Western (c)	108	756	97,401	129	756	1,15,560	153	97,401	1,15,560	18,159	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	59	199	12,159	61	200	12,788	64	12,159	12,758	599	...	...
TOTAL	221	8,123	20,16,351	248	8,270	19,17,225	232	20,16,351	19,17,225	...	99,126	...	
State lines worked by the State.													
<i>Standard gauge—</i>													
North-Western (state) (d)	222	2,509	6,10,441	243	2,507	6,66,193	266	6,10,441	6,66,193	55,752	...	...
Oudh and Rohilkhand (state)	200	692	1,44,803	209	797	1,94,206	244	1,44,803	1,94,206	49,463	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	345	777	1,62,890	210	813	1,96,230	241	1,62,890	1,96,230	33,340	...	...
Bengal Central (e)	121	125	14,405	116	125	14,010	112	14,405	14,010	...	...	...
East Coast (state)	71	91	(f) 3,641	40	266	21,204	80	(f) 3,641	21,204	17,563	...	...
<i>Metre gauge—</i>													
Burma (state)	133	730	1,27,604	175	730	1,24,594	171	1,27,604	1,24,594	...	3,010	...	
<i>Special gauges—</i>													
Jorhat (state provincial)	57	35	2,237	89	25	1,772	71	2,237	1,772	...	...	...
Cherra-Companyganj (state provincial)	52	8	257	32	8	428	54	257	428	171	...	...
TOTAL	216	4,957	10,00,338	215	5,271	12,18,697	231	10,00,338	12,18,697	1,52,359	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (g)	392	1,490	5,59,229	375	1,490	5,26,723	354	5,59,229	5,26,723	...	32,506	...	
Bombay, Baroda and Central India	495	461	2,20,456	478	401	2,40,000	521	2,20,456	2,40,000	19,544	...	...
Madras	239	840	2,43,918	290	840	2,03,945	243	2,43,918	2,03,945	...	39,973	...	
TOTAL	363	2,791	10,23,603	367	2,791	9,70,668	348	10,23,603	9,70,668	...	52,983	...	
TOTAL (GUARANTEED AND STATE)	244	15,871	41,06,292	259	16,332	41,06,590	251	41,06,292	41,06,590	298	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	145	161	22,701	141	161	26,306	163	22,701	26,306	3,605	...	...
Tarkessur	213	22	4,701	214	22	5,053	230	4,701	5,053	352	...	...
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	123	67	8,788	131	67	8,721	130	8,788	8,721	...	67	...	
Dibru-Sadiya	127	78	7,331	94	78	11,114	142	7,331	11,114	3,783	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	241	51	13,057	256	51	8,207	161	13,057	8,207	...	4,850	...	
TOTAL	154	379	56,578	149	379	59,401	157	56,578	59,401	2,823	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	145	333	51,336	154	333	59,941	180	51,336	59,941	8,605	...	...
The Gaekwar's Petlad	82	13	977	75	13	1,110	85	977	1,110	133	...	...
Rajpura-Bhatinda	119	108	15,428	143	108	15,767	146	15,428	15,767	339	...	...
Kolar-Goldfields	...	...	...	...	10	2,704	270	...	2,704	2,704	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (h)	96	331	40,685	121	362	30,488	84	40,685	30,488	...	9,597	...	
The Gaekwar's Melsana	59	93	4,611	50	93	4,640	50	4,611	4,640	29	...	...
Kolhapur	73	29	2,356	81	29	1,749	60	2,356	1,749	...	607	...	
<i>Special gauge—</i>													
The Gaekwar's Dabhoi	53	72	3,538	49	72	2,520	35	3,538	2,520	...	1,018	...	
TOTAL	108	979	1,18,331	121	1,020	1,18,919	117	1,18,331	1,18,919	588	...	...
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	90	334	27,455	82	334	19,580	59	27,455	19,580	...	7,875	...	
Jetalpur-Rajkot	61	46	2,532	35	46	2,052	58	2,532	2,052	120	...	...
Jodhpur-Bickatber	46	364	13,843	38	364	18,000	49	13,843	18,000	4,157	...	...
<i>Special gauge—</i>													
Morvi	62	94	5,990	64	94	5,016	53	5,990	5,016	...	974	...	
TOTAL	66	818	49,820	59	838	45,248	54	49,820	45,248	...	4,572	...	
GRAND TOTAL	226	18,067	43,31,021	240	18,560	43,30,158	233	43,31,021	43,30,158	...	863	...	

(a) Includes the Godhra-Rutlam railway.

(b) Includes the Guntakal-Mysore frontier section.

(c) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(d) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(e) Although for convenience classed amongst state railways this line is the property of the Bengal Central Railway Company.

(f) Earnings of the Bezwada-Godavari section.

(g) Includes the Wardha Coal, Dhond-Manmad, Khangaon, and Amraoti railways.

(h) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XIV OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	FIRST 8 DAYS OF JULY 1893.				WEEK ENDING 7TH JULY 1894.				Earnings from 1st April to 8th July 1893.	Earnings from 1st April to 7th July 1894.	Increase.	Decrease.
		Mean mile- age work- ed.	Earnings.		Mean mile- age work- ed.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	602	1,634	10,14,943	621	1,683	9,03,057	537	1,41,85,180	1,51,33,125	9,47,945	...	...
Bengal-Nagpur	149	863	1,10,072	128	862	64,820	75	20,54,563	10,14,845	...	...	1,39,718
Indian Midland	132	752	76,777	102	752	84,204	112	14,82,619	16,83,793	2,01,174	...	...
Bezwada Extension	95	21	1,886	90	21	1,674	80	26,515	32,411	5,896	...	...
Metre gauge—													
Rajputana-Malwa (a)	261	1,699	3,74,582	220	1,719	4,15,430	242	70,03,442	78,15,007	8,11,565	...	...
Palampur-Deesa	41	...	...	...	17	810	48	...	11,591	11,591	...	...
South Indian	144	1,043	2,04,072	196	1,042	1,70,859	164	24,40,592	22,50,895	...	...	1,80,727
Mayavaram-Mutpet	...	...	...	...	54	4,799	89	...	(b) 52,480	52,480	...	...
Southern Mahratta (c)	100	1,156	1,24,459	108	1,164	1,43,254	123	18,84,547	20,84,910	2,00,363	...	...
Bengal and North-Western (d)	132	756	97,401	129	756	1,15,560	153	17,20,857	18,62,506	1,41,649	...	...
Rohilkund and Kumaon (Lucknow-Barcilly section)	67	199	12,159	61	200	12,758	64	2,24,123	2,63,338	39,215	...	...
TOTAL	250	8,123	20,16,351	248	8,270	19,17,225	232	3,10,22,438	3,31,13,871	20,91,433	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state) (e)	232	2,509	6,10,441	243	2,507	6,66,193	266	81,14,616	89,32,475	8,17,859	...	...
Oudh and Rohilkhand (state)	242	692	1,44,803	209	797	1,94,266	244	26,82,517	31,46,628	4,64,111	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	309	777	1,62,890	210	813	1,96,230	241	26,04,504	28,94,219	2,89,715	...	...
Bengal Central (f)	120	125	14,465	116	125	14,010	112	2,02,338	2,16,292	13,954	...	...
East Coast (state)	66	91	(g) 3,041	40	266	21,204	80	(g) 71,014	3,90,911	3,19,897	...	...
Metre gauge—													
Burma (state)	171	730	1,27,604	175	730	1,24,594	171	18,34,567	17,01,798	...	...	1,32,769
Special gauges—													
Jorhat (state provincial)	49	25	2,237	89	25	1,772	71	20,574	18,376	...	...	2,198
Cherra-Companyganj (state provincial)	54	8	257	32	8	428	54	5,877	6,966	1,089	...	...
TOTAL	225	4,957	10,66,338	215	5,271	12,18,697	231	1,55,36,007	1,73,07,665	17,71,658	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h)	510	1,490	5,59,229	375	1,490	5,26,723	354	1,26,14,674	1,12,49,472	...	...	13,65,202
Bombay, Baroda and Central India	638	461	2,20,456	478	461	2,40,000	521	53,23,970	54,09,668	1,75,692	...	...
Madras	238	840	2,43,918	290	840	2,03,945	243	28,82,379	28,17,280	65,099	...	...
TOTAL	449	2,791	10,23,603	367	2,791	9,70,668	348	2,08,21,029	1,95,66,420	...	...	12,54,609
TOTAL (GUARANTEED AND STATE)	277	15,871	41,06,292	259	16,332	41,06,590	251	6,73,79,474	6,99,87,936	26,08,482	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	150	161	22,701	141	161	26,306	163	3,30,200	4,12,357	82,157	...	...
Tarkessur	253	22	4,701	214	22	5,053	230	86,667	97,668	11,001	...	...
Metre gauge—													
Rohilkund and Kumaon (Company's section)	136	67	8,788	131	67	8,721	130	1,46,152	1,37,331	...	...	8,821
Dibru-Sadiya	130	78	7,331	94	78	11,114	142	1,39,172	1,54,486	15,314	...	...
Special gauge—													
Darjeeling-Himalayan	238	51	13,057	256	51	8,207	161	1,93,319	1,87,990	...	...	5,329
TOTAL	161	379	56,578	149	379	59,401	157	8,95,510	9,89,832	94,322	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	158	333	51,336	154	333	59,941	180	7,96,145	9,28,120	1,31,975	...	...
The Gaekwar's Petlad	92	13	977	75	13	1,110	85	18,012	22,886	4,274	...	...
Rajpura-Bhatinda	129	108	15,428	143	108	15,767	146	2,05,327	2,42,049	36,722	...	...
Kolar-Goldfields	...	...	...	...	10	2,704	270	...	(i) 13,472	13,472	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (j)	95	331	40,085	121	362	30,488	84	4,95,217	4,57,329	...	...	37,888
The Gaekwar's Mehsana	75	93	4,611	50	93	4,640	50	1,03,926	1,16,703	12,777	...	...
Kolhapur	77	29	2,356	81	29	1,749	60	33,497	40,626	7,129	...	...
Special gauge—													
The Gaekwar's Dabhoi	67	72	3,538	49	72	2,520	35	84,335	80,063	...	...	4,272
TOTAL	115	979	1,18,331	121	1,020	1,18,919	117	17,37,059	19,01,248	1,64,189	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar	118	334	27,455	82	334	19,580	59	7,34,136	5,09,532	...	...	1,34,604
Jetalsar-Rajkot	60	46	2,532	55	46	2,652	58	(k) 31,817	45,878	14,061	...	...
Jodhpur-Bikaner	54	364	13,843	38	364	18,000	49	2,40,399	3,62,706	1,22,307	...	...
Special gauge—													
Morvi	67	94	5,990	64	94	5,016	53	96,429	97,718	1,289	...	...
TOTAL	81	838	49,820	59	838	45,248	54	11,02,781	11,05,834	3,053	...	...
GRAND TOTAL	257	18,067	43,31,021	240	18,569	43,30,158	233	7,11,14,824	7,39,84,870	28,70,046	...	...

(a) Includes the Godhra-Rutlam railway.

(b) Total earnings from 2nd April to 7th July 1894.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Earnings of the Bezwada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Manmad, Khimgaon, and Amratoli railways.

(i) Total earnings from 1st June to 7th July 1894.

(j) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(k) Total earnings from 12th April to 8th July 1893.

F. B. HEBBERT,
Under Secretary.

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SUPPLEMENT TO
The Gazette of India.

No. 30.]

SIMLA, SATURDAY, JULY 28, 1894.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, July 21st, 1894.

General Summary.—Another of the numerous storms for which the present monsoon is remarkable passed over India during the week. It was chiefly interesting for the very small amount of rain it gave when it first crossed the Orissa Coast, the rainfall at Balasore over which the centre of the storm passed amounting to only 0·23 inch. It was not until it entered the districts affected by the Bombay monsoon current that the rainfall increased in amount, but in those districts it gave very heavy rain, the most remarkable falls in the order of their occurrence being: Chanda 4·15 inches, Amraoti 6·62 inches, Akola 7·42 inches, and Khandwa 3·98 inches. The storm crossed the North Orissa Coast at about noon on the 17th; by 8 A.M. on the 18th its centre was to the south-east of Sambalpur; during the next twenty-four hours it had advanced about 240 miles to the south-east of Seoni; by the morning of the 20th it was central near Pachmarhi, and by Saturday morning, the 21st, it had travelled as far as Indore. Its rate of progression unlike that of the storm of the previous week has hence been approximately normal. The storm when crossing the coast was of considerable intensity, pressure at Balasore at noon on the 17th falling as low as 29·169", but winds were not as strong as might have been expected, and the rain given by it was remarkably small in amount. As the storm approaches the Bombay Coast, winds increased largely in strength, and strong westerly gales with very high sea were reported from most of the West Coast stations. The wind velocity at Bombay on the 21st amounted to forty-two miles per hour.

During the latter part of the week the Bengal monsoon current would appear to have been largely diverted to Burma, as indicated by unusually strong winds at Diamond Island, and heavy falls of rain received at many of the Burma Coast stations. Moulmein reported a fall of 7·2 inches on the 19th, and another

very heavy fall of 10·78 inches on the 20th. Rain hence fell off in amount in Bengal, and a partial break in the rains continued during the greater part of the week over the whole of Northern India.

Heavy rain has fallen on the West Coast, and moderate to heavy rain in the Central Provinces and Central India. Rain has also been received in the East Deccan, and prospects have improved somewhat in that area.

Temperature was unusually low in North-Western India, but was nearly normal elsewhere. The mean temperature of the whole week for the whole of India was 1° below the normal.

Daily Summary.—*Sunday.*—The depression passing through Lower Sind and Cutch at the close of the previous week had passed into South Baluchistan. The depression in the Bay had continued to develop as shown by a brisk fall of the barometer in the north and north-west of the Bay and in the adjacent coast districts. Winds were north-easterly at the head of the Bay, and were increasing in strength. The partial break in the rains in Northern India continued, the only important falls in that area being 1·94 inches at Rawal Pindi and 1·64 inches at Sialkot. In Burma, Diamond Island received 5·99 inches, Moulmein 2·72 inches, and Bassein 2·70 inches. A fall of 3·3 inches was reported from Gopalpore, and one of 2·1 inches from Kurrachee.

Monday.—Pressure had fallen briskly to rapidly in the north-west angle of the Bay, Orissa, and Ganjam. The gradients were steep to the east and south of the depression in the Bay, which had developed still further during the previous twenty-four hours. Winds were strong at Diamond Island; and were cyclonic in direction but feeble on the Bengal and Orissa Coasts. Pressure had changed irregularly in the submontane and hill districts of Upper India, and conditions were disturbed in that area, where heavy rain had fallen, Roorkee reporting 3·96 inches, Murree 3·55 inches, Simla 3·26 inches, and Meerut 2·05 inches. Favourable rain had fallen in the Deccan, and moderate rain in the West Coast districts. The more important falls were: Ratnagiri 3·25 inches, Goa 2 inches, Kurnool 2·53 inches, and Raichur 1·93 inches.

Tuesday.—A rapid fall of pressure had taken place in Orissa and South-West Bengal, and the depression in the Bay had intensified considerably, and had advanced towards the North Orissa Coast near Balasore. Winds had strengthened on the Bengal and Orissa Coasts. Heavy rain (4·59 inches) had fallen at False Point, and moderate rain at Balasore, Cuttack, and Saugor Island. The heaviest falls in other parts of India were: Tavoy 2·05 inches, Ludhiana 2·03 inches, Mussooree 2·73 inches, Cherat 2·93 inches, Mercara 2·38 inches, Bombay 3·12 inches, Jubbulpore 2·08 inches, and Kurnool 2·16 inches.

Wednesday.—The cyclonic storm had crossed the North Orissa Coast and was in the eastern districts of the Central Provinces with its centre to the south-east of Sambalpur, where pressure was nearly three-tenths of an inch below the normal. Considering its intensity it had given very little rain, the heaviest fall reported being 2·9 inches at Raipur. Khushab in the centre of the Punjab had received a heavy local fall of 2·90 inches during the past twenty-four hours. The most important falls in other provinces were: Moulmein 2·48 inches, Calicut 3·27 inches, Mercara 3·41 inches, Karwar 5·26 inches, Goa 6·10 inches, Mormugao 4·47 inches, and Ratnagiri 2·14 inches.

Thursday.—The storm had advanced westwards, and was central near Seoni having travelled about 240 miles during the previous twenty-four hours. It had given heavier rain than the day before, the most important falls due to it being: Chanda 4·15 inches, Chikalda 3·04 inches, Raipur 2·86 inches, Amraoti 2·56 inches, and Akola 2 inches. Very light but general rain had fallen in Bengal, and moderate to heavy rain in Burma. Only a few showers were reported from North-Western India. The heaviest falls were: Tavoy 8·07 inches, Moulmein 7·2 inches, Bhamo 3·15 inches, Mercara 4·67 inches, Goa 4·15 inches, Mormugao 4·91 inches, and Ratnagiri 3·47 inches.

Friday.—The centre of the storm was shewn near Pachmarhi about 120 miles west by north of its position the day before. Heavy rain had fallen in the

storm area, Amraoti receiving 6·62 inches, Akola 7·42 inches, Chanda 3·87 inches, Khandwa 3·54 inches, and Nagpur 3·32 inches. Winds continued strong at Diamond Island, and the Bay monsoon current was largely diverted to Burma, where some heavy falls of rain were received, Moulmein reporting 10·78 inches, Bassein 4·6 inches, Akyab 4·11 inches, Tavoy 3·89 inches. Winds had increased rapidly on the West Coast, and the rainfall had diminished. The largest amount received was 2·37 inches at Bombay. The partial break in the rains in Northern India continued.

Saturday.—Pressure had fallen in the north of the Bay and in South Bengal, and a tendency was shewn to the establishment of another disturbance in that area. The storm in the Central Provinces yesterday had advanced about 200 miles further west-north-westwards and was central near Indore. Winds had fallen off in South Bengal, and had increased slightly on the Bombay and Kathiawar Coasts. The storm had given moderate to heavy rain in the Central Provinces, Berar, and the western districts of Central India. Light local showers had fallen in Northern India. There had been practically no rain in the Deccan and Southern India. Falls exceeding 3 inches had been received at Tavoy, Diamond Island, Bassein, Bombay, Ahmedabad, Khandwa, Pachmarhi, and Indore.

Temperature.—During the past week temperature has been approximately normal over the greater part of India: only in the Punjab, Sind, and Rajputana were there any large variations from the normal. Unusually cool weather prevailed in the Punjab, temperature falling to 7° below the average temperature of the day on the 17th and 18th. On the 15th temperature was nearly normal in that province, but during the remainder of the week it was in moderate to large defect. In Sind and Rajputana temperature was from 3° to 4° in defect on the first three days of the week, but from the 18th it commenced rising, and at the close of the week was in slight excess. The mean temperature of the whole week was normal in Bengal, Assam, the North-Western Provinces, Bombay, the Central Provinces, Central India, and Madras: it was in slight defect in Burma, Sind, and Rajputana, and in considerable defect in the Punjab.

For the whole of India the mean daily temperature was in slight defect on the 16th, 17th, and 18th, and normal on all other days. The mean temperature of the whole week was 1° below the normal.

The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

PROVINCE.	July 1894.							Mean variation of week.
	15th.	16th.	17th.	18th.	19th.	20th.	21st.	
Burma	0	0	0	0	0	0	0	0
Bengal and Assam	—0·1	—2·0	—1·1	—1·2	+0·1	—1·8	—1·4	—1·1
North-Western Provinces and Oudh	+1·6	+1·4	—0·8	—1·2	—0·1	+0·6	+0·9	—0·3
Punjab	+0·4	—1·2	—2·8	—1·3	+0·3	+0·5	+0·5	—0·5
Bombay	—0·8	—3·2	—6·8	—7·4	—3·4	—2·2	—3·6	—3·9
Central Provinces and Berar	—0·3	—0·4	—1·0	—1·0	—0·5	—0·4	—1·2	—0·7
Central India and Gujarat	—0·6	—0·5	+0·2	+0·8	+0·2	—1·3	—2·1	—0·5
Sind and Rajputana	—3·6	—2·2	—1·0	—0·4	+1·2	+2·2	—0·3	—0·6
Madras	—4·7	—4·3	—3·1	—1·7	+0·9	+1·9	+1·2	—1·4
	+1·2	—1·1	—1·5	—0·4	—0·1	+0·1	+1·3	—0·1
Mean for whole of India	—0·8	—1·5	—2·0	—1·5	—0·2	0	—0·5	—1·0

Rainfall.—The deflection of the Bengal current to Burma has given heavy rain in Tenasserim and Lower Burma, especially in the former province, where the rainfall of the week has been largely in excess of the normal. Bengal, Assam,

and the North-Western Provinces have hence had less rain than usual. A brisk fall of the barometer in the West Punjab and along the foot of the hills from Ludhiana to Bareilly and in the adjacent hill districts, on the 15th, introduced a period of unsettled weather lasting up to the 18th, during which moderate to heavy rain fell in the Punjab. There was a considerable increase in the amount of rain given by the Bombay monsoon current, and many of the divisions dependent on it, including the East Deccan where rain has hitherto been in serious defect, has received an excess of the normal rainfall of the week.

The rainfall of the week has been in excess generally in the Punjab, the Bombay and Malabar Coast districts, Berar and the Central Provinces, Bombay (North), most of the divisions of Madras, and also in Tenasserim and Lower Burma.

The unusual number of cyclonic storms which, during the present monsoon, have advanced across India from the Bay of Bengal, have very considerably affected the distribution of rainfall, as will be seen from the last three columns of the table at the close, which give the rainfall data for the period from 3rd June to 21st July. Following nearly the same track, these storms have given an unusually large amount of rain to Orissa, Chota Nagpur, South Bihar, the Central Provinces, Central India, Rajputana, Gujarat, Kathiawar, Sind, and the Punjab. They have also had the effect of diverting the rain bearing currents from other provinces, and consequently Assam, Bengal, and North Bihar, in the north; and Malabar, Mysore, Coorg, the East Deccan, and Madras, in the south, have received less rain than their share. The rainfall in the North-Western Provinces has also been in defect during July; the excess shewn for the whole period being due to the heavy rain received in that area in June, especially during the cyclonic storm which passed over it from the 24th to the 27th.

Heavy falls of rain have been reported from Tenasserim and the West Coast districts. The following stations have received over 20 inches during the week:

Bombay Deccan.—Bavda 33·72 inches, Chandgad 22·72 inches.

Konkan.—Bassein 26·65 inches, Khed 24·62 inches, Roha 23·69 inches, Thana 22·48 inches, Supa 20·49 inches.

Malabar.—Vayetri 23·15 inches.

Tenasserim.—Moulmein 26·32 inches, Thaton 21·45 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JULY 21ST, 1894.			RAINFALL DATA FROM JUNE 3RD TO JULY 21ST, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, June 3rd to July 21st.	Excess or de- fect of (wea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	23'89	10'00	+ 13'89	100'17	70'35	+ 42
	Lower Burma	7'01	5'68	+ 1'33	37'43	33'86	+ 11
	Central Burma	3'84	4'41	- 0'57	25'28	26'87	- 6
	Upper Burma	2'76	?	?	14'36	?	?
	Arakan	10'07	12'60	- 2'53	71'59	84'46	- 15
BENGAL AND ASSAM	Eastern Bengal	2'13	4'08	- 1'95	30'50	31'53	- 3
	Assam (Surma)	5'47	6'18	- 0'71	49'35	57'49	- 14
	Do. (Brahmaputra)	1'55	3'03	- 1'48	20'29	25'36	- 20
	Deltaic Bengal	1'66	2'45	- 0'79	18'85	17'04	+ 7
	Central Bengal	0'99	2'35	- 1'36	18'65	17'81	+ 5
	North Bengal	1'26	4'23	- 2'97	28'95	39'21	- 26
	Orissa	4'67	2'99	+ 1'68	20'26	16'79	+ 21
	Chota Nagpur	2'11	2'87	- 0'76	19'74	16'18	+ 22
	Bihar (South)	0'58	2'15	- 1'57	15'77	13'04	+ 21
	Do. (North)	0'47	2'21	- 1'74	13'12	16'79	- 22
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East)	0'77	2'42	- 1'65	16'34	11'62	+ 41
	Do. (Submontane) (a)	0'91	2'19	- 1'28	16'20	13'37	+ 21
	Oudh (South)	0'80	1'71	- 0'91	14'86	11'01	+ 35
	Do. (North)	0'85	1'97	- 1'12	16'03	13'04	+ 23
	North-Western Provinces (Central)	1'03	2'05	- 1'02	15'82	9'89	+ 60
	North-Western Provinces (West)	0'81	1'99	- 1'18	8'69	8'31	+ 5
	North-Western Provinces (Submontane) (b)	1'97	2'90	- 0'93	15'51	14'28	+ 9
PUNJAB	Punjab (South)	0'98	0'88	+ 0'10	9'47	4'09	+ 132
	Do. (Central)	1'36	1'42	- 0'06	8'98	6'78	+ 32
	Do. (Submontane)	3'79	2'12	+ 1'67	21'23	8'60	+ 147
	Do. (Hill Districts)	4'76	5'01	- 0'25	32'82	22'90	+ 43
	Do. (North-West)	3'18	1'25	+ 1'93	11'37	4'66	+ 144
	Do. (West)	1'29	0'58	+ 0'71	4'20	1'97	+ 113
	Do. (East)	0'98	0'88	+ 0'10	9'47	4'09	+ 132
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	8'56	6'85	+ 1'71	46'08	56'28	- 18
	Madras (South Central)	0'75	1'36	- 0'61	4'19	8'92	- 53
	Coorg	14'07	9'59	+ 4'48	41'41	53'69	- 23
	Mysore	2'25	1'76	+ 0'49	6'33	9'77	- 35
	Konkan	18'08	9'14	+ 8'94	68'57	58'95	+ 16
	Bombay Deccan	4'70	1'91	+ 2'79	16'44	10'46	+ 57
	Hyderabad (North)	3'16	1'11	+ 2'05	10'58	8'36	+ 27
CENTRAL PROVINCES AND BERAR.	Khandesh	3'16	1'11	+ 2'05	10'58	8'36	+ 27
	Berar	7'68	1'63	+ 6'05	19'09	14'30	+ 33
	Central Provinces (West)	7'77	3'23	+ 4'54	20'90	15'94	+ 32
	Ditto (Central)	4'13	4'54	- 0'41	23'01	20'22	+ 14
BOMBAY (NORTH)	Ditto (East)	5'74	4'04	+ 1'70	24'90	19'22	+ 30
	Gujarat	4'87	4'77	+ 0'10	29'88	19'61	+ 52
	Kathiawar	2'32	2'00	+ 0'32	21'22	9'27	+ 129
RAJPUTANA AND CEN- TRAL INDIA.	Sind	1'03	0'42	+ 0'61	4'93	1'90	+ 159
	Central India (East)	1'26	2'80	- 1'54	18'30	15'79	+ 16
	Rajputana (East), Central India (West)	0'74	2'18	- 1'44	12'39	10'65	+ 16
	Rajputana (West)	0	0'69	- 0'69	9'52	4'47	+ 115
MADRAS	East Coast (North)	1'54	1'36	+ 0'18	10'66	9'15	+ 17
	Ditto (ditto) (a)	0'35	5'14	- 4'79	20'47	21'45	- 4
	Hyderabad (South)	1'87	0'95	+ 0'92	4'67	7'68	- 39
	Madras (Central)	2'31	0'64	+ 1'67	4'48	4'99	- 10
	East Coast (Central)	1'41	0'78	+ 0'63	4'31	5'58	- 23
	Ditto (South)	0'66	0'47	+ 0'19	2'60	3'75	- 34
	Madras (South)	0'16	0'20	- 0'04	1'05	1'65	- 36

SIMLA, 26th July 1894.

W. A. BION,
Actg. Asst. Meteorological Reporter to the
Government of India.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

B

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 21st July.*—Rainfall heavy on the West Coast and Nilgiris and good in Ganjam, Vizagapatam, and the greater portion of the Deccan; fair elsewhere, but light in the Southern districts. Irrigation supplies improved and sowings progressing, but more rain is generally required for the standing crops and for agricultural operations. Pasture scarce in parts, but fodder sufficient; condition of cattle generally good. Prices high, though practically stationary.

Bombay.—*For week ending 25th July.*—Rain general, but more is required in parts of Poona, Sholapur, and Bijapur. Standing crops damaged by breaches in canals in Hyderabad and by excessive rain in Baroda. There is cause for anxiety owing to want of rain in parts of Sholapur, but at present the condition is fairly satisfactory. Agricultural operations retarded in parts of Kathiawar owing to continuous rain. Sowing continues in parts of seven districts and retarded in parts of Surat, Ahmednagar, Sholapur, and Dharwar owing to excessive rain. Transplanting progresses in parts of six districts, but is retarded in parts of Baroda. Fodder and water-supply insufficient in parts of Sholapur. Prices rising in parts of Sholapur and Ahmednagar.

Bengal.—*For week ending 21st July.*—There was general rain during the week, but the falls in the northern districts of Bengal and Bihar were light and scanty. In these districts the cultivation of winter rice is impeded, and the standing autumn crops are also suffering; elsewhere the reports of all crops continue to be favourable. A storm passed through the north of Orissa, and gave some very heavy falls of rain in Balasore. The harvesting of early rice and jute is in progress, and the manufacture of indigo is general. Prices continue normal, except in the Eastern districts. In Tipperah the price of rice is falling owing to a bumper early rice harvest. In this district the distress is said to be almost at an end, there being only 252 persons (13 men, 70 women, and 169 children) in receipt of gratuitous relief during the week, against 800 (55 men, 219 women, and 526 children) in the preceding week.

North-Western Provinces and Oudh.—*For week ending 25th July.*—Rain has been scanty during the week, and more is needed for paddy sowings in certain districts. Sowing and weeding for autumn crops continue. Prospects are generally favourable. Fodder and supplies plentiful. Prices normal.

Punjab.—*For week ending 25th July.*—Rain has fallen in all districts, except Mooltan. Ploughing for and sowings of autumn crops in progress. Sowings of next spring crops commenced in Hissar. Extra spring and standing autumn crops are generally in good condition. Sowings of autumn crops have been benefited by the recent rains, and prospects are said to be good. Locusts appeared in parts of Ferozepore without damage; but rats are reported to be injuring the crops. Crops on the lowlands have been damaged by excessive rain in Amritsar, and sowings by high floods in parts of Dera Ismail Khan. Cattle are generally reported to be in good condition, and fodder is sufficient throughout the province. Prices continue high in six districts, rising in four others, but low elsewhere.

Central Provinces.—*For week ending 25th July.*—Rainfall of the week has been heavy, except in the Northern districts, where excess has been marked before and in the Satpura districts. The heaviest falls are—Nimar 8 inches, Wardha 12 inches, Chanda 10, and Raipur 7. Rain much needed in Seoni, where none fell, and the rainfall is 13 inches in defect. The rainfall is also 2 inches in deficit in Narsinghpur and Sambalpur, and in excess in Saugor 14 inches, Nimar and Wardha 6 inches, and Bilaspur 4 inches; elsewhere it is normal. Sowing of millet is progressing in Saugor and the crops are doing well in Damoh. Prospects are as yet favourable, but a break is needed in Nimar and the Nagpur country, where weeding of cotton is at a standstill, and sowing of *juar* (*Sorghum*

vulgaris) has been retarded. In the principal rice districts, rice sowings have been completed and transplantation is in progress, but want of rain has hindered this in Seoni. Slight damage from excessive rain is reported from Raipur. The numbers on relief works in Saugor and Damoh have fallen to 8,733 and 2,400 respectively. No gratuitous relief. Imports of grain into Saugor were 15,524 maunds and Damoh received 5,600 maunds by road. Prices have not changed much:—wheat is steady at Saugor at 13½ seers and has risen slightly to 10½ seers at Damoh; gram has fallen to 19 seers in Saugor and is stationary at 14 seers in Damoh; elsewhere no changes are reported, but prices continue high in Chanda.

Burma.—*For week ending 21st July.*—Rain has fallen everywhere, and the falls have been exceedingly heavy on the coast. Ploughing, sowing, and transplanting for the main paddy crop is general throughout Burma, and crops promise well. Fodder and water abundant. The price of paddy is generally normal and steady in Lower Burma, but is below normal in Upper Burma.

Assam.—*For week ending 24th July.*—Weather hot. Harvesting of early rice continues. Prospects of late rice indifferent for want of rain. Tea doing well. Condition of cattle fair and fodder abundant, except in parts of Sylhet. Water sufficient.

Mysore and Coorg.—*For week ending 25th July.*—**MYSORE:** Good rain in parts of four districts; slight elsewhere. Standing crops in good condition. Prices have risen in Shimoga and fallen in the Hassan district.

COORG: Rainfall good. Transplanting of rice in progress. Prospects of coffee and cardamum good. Fodder and water for cattle sufficient. Prices continue normal.

Berar and Hyderabad.—*For week ending 25th July.*—**BERAR:** Weather cool with unusually heavy rainfall during the week. Crops generally in good condition. Cotton plants damaged through recent floods in parts of Akola. Preparation of land for ensuing crop commenced. Sowing and weeding operations in progress throughout the province. Scarcity of fodder prevails in Ellichpur only. Water-supply sufficient. Prices fluctuating in one district, and stationary elsewhere.

HYDERABAD: Rainfall moderate. Sowing of autumn crops commenced. Fodder becoming scarce owing to want of rain. Agricultural prospects fair at present. Prices normal.

Central India.—*For week ending 25th July.*—Rain fell throughout Central India, but was insufficient in most parts of Gwalior, and more than sufficient in Bundelkhand and Baghelkhand. Agricultural operations in progress in all Agencies. Crops have been damaged in parts of Bhopal and Goona; in Gwalior they will suffer if the present break in rains continues for another week. Pasturage good and sufficient in all districts, except in part of Gwalior. Prices continue normal in Baghelkhand and Neemuch; steady at high rates in other districts in Central India.

Rajputana.—*For week ending 25th July.*—Rainfall heavy, and ranging from 1 to 5 inches in Serohi, Kherwara, Meywar, Kerowli, and Ulwar; slight elsewhere. No rain in Marwar. Agricultural operations in progress, except in parts of Serohi and Kotah where they are retarded by excessive rain. Standing crops, prospects, and condition of cattle generally good. Pasturage or fodder sufficient. Prices falling in four States, rising in one, and steady elsewhere.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 24th July.*—Slight rain. Weather fine. Standing maize and rice crops in good condition. Gram sowings finished. Prices continue normal.

JAMMU PROVINCE.—*For week ending 25th July.*—Heavy rain. Weather cloudy. Weeding of autumn crops in progress. Standing crops in fair condition. Fodder sufficient. Prices stationary.

Nepal.—*For week ending 21st July.*—Transplanting of rice completed. Upland rice is suffering from want of rain.

DENZIL IBBETSON, ..

Offg. Secretary to the Government of India.

GOVERNMENT
DEPARTMENT OF REVENUE

STATISTICS

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta compared with the corresponding months of the previous years.

Articles, and whence exported.	TOTAL OF MONTH.											
	Calcutta.			Bombay Town.			Karachi.			TOTAL.		
	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
COTTON, RAW—												
Madras ...	...	...	...	15	10,250	7,812	...	...	...	15	19,250	7,812
Bombay ...	...	...	...	8,01,406	6,44,550	5,91,238	...	...	...	8,01,406	6,44,550	5,91,238
Sind ...	...	...	...	...	...	...	35,632	21,492	54,906	35,632	21,492	54,906
Bengal ...	14,594	12,440	11,512	...	...	...	...	...	...	14,594	12,440	11,512
N.-W. P. & O. ...	33,065	1,728	32,092	16,382	4,212	9,652	...	...	...	49,447	5,940	42,104
Punjab ...	216	727	11,457	...	...	4,419	1,525	8,358	16,765	1,701	9,085	30,104
Cent. Provs. ...	6,050	287	260	14,763	4,625	10,425	...	...	...	20,813	4,912	16,901
Berar ...	503	507	767	1,73,723	1,73,721	83,802	...	...	...	1,74,280	1,74,288	84,584
Assam ...	873	2,987	2,340	...	...	...	...	...	...	873	2,987	2,340
Raj. & C. I. ...	554	1,536	12,817	1,44,224	19,158	93,808	...	...	...	1,44,778	20,694	1,00,000
Nizam's Terry. ...	...	...	...	7,185	19	2,774	...	...	...	7,185	19	2,774
Mysore ...	...	...	...	...	132	...	...	...	...	...	132	...
TOTAL ...	55,935	20,273	71,854	11,57,608	8,65,676	7,13,030	37,157	29,850	71,671	12,50,790	9,15,798	8,57,222
WHEAT—												
Madras ...	...	...	...	...	...	32	...	...	...	...	...	...
Bombay ...	...	...	...	86,419	2,74,293	1,76,847	...	...	...	86,419	2,74,293	1,76,847
Sind ...	...	...	...	...	...	...	1,54,786	1,23,691	1,44,614	1,54,786	1,23,691	1,44,614
Bengal ...	2,49,647	1,65,515	46,582	...	...	...	...	...	...	2,49,647	1,65,515	46,582
N.-W. P. & O. ...	20,81,468	5,59,048	3,52,006	9,00,217	90,322	3,558	...	...	...	30,73,885	6,50,270	3,558
Punjab ...	42,861	9,232	15,248	3,00,245	13,800	46,822	9,31,451	53,503	3,06,906	12,80,857	76,595	4,20,000
Cent. Provs. ...	4,790	35,652	445	12,08,792	12,73,417	3,12,475	...	...	...	12,13,588	13,09,060	3,12,475
Berar ...	...	...	...	31,813	11,189	10,287	...	...	...	31,813	11,189	10,287
Assam ...	278	...	...	...	...	...	...	...	...	278	...	...
Raj. & C. I. ...	6,675	337	...	3,13,490	3,74,245	81,831	...	...	...	3,20,165	3,74,582	81,831
Nizam's Terry. ...	...	...	...	...	611	...	...	...	...	...	611	...
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	23,87,925	7,70,684	4,14,281	29,36,976	20,37,877	6,31,852	10,86,237	1,77,254	5,11,520	64,11,138	29,85,815	15,57,699
LINSEED—												
Madras ...	...	...	...	...	5,620	5,820	...	...	...	...	5,620	5,820
Bombay ...	488	...	...	1,27,291	1,27,355	2,36,201	...	...	...	1,27,779	1,27,355	2,36,201
Sind ...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal ...	5,03,606	8,42,333	6,28,458	...	...	...	...	...	...	5,03,606	8,42,333	6,28,458
N.-W. P. & O. ...	10,29,720	5,31,167	5,55,009	26,472	46,087	98,270	...	...	...	10,50,192	5,77,254	6,55,000
Punjab ...	...	...	...	598	...	1,105	...	...	5,054	598	...	1,105
Cent. Provs. ...	4,01,131	49,770	25,170	1,68,050	3,48,351	2,01,328	...	...	...	2,69,181	3,08,121	2,26,000
Berar ...	409	...	247	72,864	86,985	1,26,441	...	...	...	73,333	86,985	1,26,441
Assam ...	6,299	400	3,740	...	...	...	...	...	...	6,299	400	3,740
Raj. & C. I. ...	53,957	17,172	14,229	2,64,315	3,28,333	5,68,428	...	...	...	3,18,272	3,45,505	5,80,000
Nizam's Terry. ...	...	...	...	60,989	37,417	64,266	...	...	...	60,989	37,417	64,266
Mysore ...	...	...	...	...	65	62	...	...	...	...	65	62
TOTAL ...	16,95,670	14,40,842	12,26,853	7,20,579	9,80,213	13,02,020	...	...	5,054	24,16,249	24,21,055	25,33,500
INDIGO—												
Madras ...	...	...	...	13	2	172	...	...	...	13	2	172
Bombay ...	...	...	...	37	19	22	...	...	...	37	19	22
Sind ...	...	...	...	...	...	...	430	435	517	430	435	517
Bengal ...	149	56	...	...	...	...	...	...	...	149	56	...
N.-W. P. & O. ...	...	...	60	...	...	51	...	...	...	...	...	...
Punjab ...	...	...	...	...	...	...	...	...	...	...	...	...
Cent. Provs. ...	...	...	...	...	...	8	147	215	449	147	215	449
Berar ...	...	...	...	...	...	...	...	...	...	...	...	...
Assam ...	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. ...	...	...	...	7	...	11	...	...	...	7	...	...
Nizam's Terry. ...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	149	56	60	57	21	264	577	650	966	783	727	1,111

DEPARTMENT OF REVENUE AND AGRICULTURE:

Simla, the 26th July, 1894.

FEED, AND INDIGO.

by Town, and Karachi, during the month of May 1894, and from 1st January to 31st May 1894.
of the years 1892 and 1893.

TOTAL FROM JANUARY 1ST, INCLUDING TOTAL OF MONTH.

[illegible]

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

C

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

ACCOUNT.
General.

*Review of Budget estimates of Expenditure from Incorporated Local Funds on
Civil Works for 1894-95.*

No. 108-A.G., dated Simla, the 18th July, 1894.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Finance Department Resolution No. 1142, dated 17th March 1892.

RESOLUTION.—This review refers to *Civil Works* under the control of Public Works officers, the outlay on which is met from *Incorporated Local* funds. The outlay on Public Works under district boards, which is not administered directly by the Public Works Department, is excluded, because it does not appear in the estimates of local Public Works Department officers, but in the local Civil estimates, and is accounted for to Civil Account officers; the total amount provided for expenditure on such works during the current year amounts to Rs. 1,20,63,000; the bulk of the outlay being in Bengal (Rs. 45,50,000), Madras (Rs. 45,49,000), and Bombay (Rs. 14,91,000).

2. The following statement shows the grants of the year, contrasted with the actual outlay during the five years ending 1892-93, and with the Revised Estimate for 1893-94:

Province.	OUTLAY.					Revised estimate, 1893-94.	Budget estimate, 1894-95.
	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Rajputana	17,930	7,950	12,790	8,357	10,490	17,000	11,000
Coorg	20,060	21,150	24,740	20,070	31,388	28,000	24,000
Central Provinces	10,750	1,86,510	2,36,860	1,53,467	1,20,256	1,90,000	1,58,000
Upper Burma ... ..	...	15,280	78,610	23,892	50,510	45,000	71,000
Lower Burma	3,30,370	2,27,260	2,61,630	2,87,916	3,07,220	6,90,000	7,28,000
Assam	8,70,520	8,76,430	4,74,060	5,19,016	6,13,235	7,93,000	8,73,000
North-Western Provinces and Oudh.	23,29,910	16,56,790	21,12,380	20,16,044	18,48,258	19,75,000	17,93,000
Punjab	10,60,140	9,63,150	10,01,060	10,32,975	10,05,920	9,41,000	9,72,000
Madras	2,07,870	87,130	94,790	1,50,743	1,02,613	20,000	47,000
Bombay	9,54,050	9,32,300	9,66,230	12,00,430	12,82,216	12,75,000	12,12,000
GRAND TOTAL	58,03,400	49,63,950	52,64,190	54,21,940	55,61,115	59,93,000	58,89,000

(In lakhs and thousands.)

SERVICE HEADS.	RAJPUTANA.		COORG.		CENTRAL PROVINCES.		UPPER BURMA.		LOWER BURMA.		ASSAM.		N.-W. P. AND OUDH.		PUNJAB.		MADRAS.		BOMBAY.		TOTAL.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
<i>Original Works in progress.</i>																						
Civil Buildings	17	95	4	41	3	456	3	25	26	44
Communications	4	1666	45	3843	...	...	1,82	1676	1,01	2188	1,94	1083	52	535	5	1064	1,16	957	7,29	1238
Miscellaneous Public Improvements	32	439	...	...	...	...	25	257	...	...	4	33	61	1704
Total	4	1666	45	3843	...	...	1,54	2115	1,01	2188	2,11	1177	81	833	7	1498	1,23	1015	8,16	1336
<i>Works not begun on 31st April 1894.</i>																						
Civil Buildings	34	467	...	...	99	532	66	679	...	...	39	322	2,38	404
Communications	2	417	64	4051	16	2253	1,97	1882	2,75	3165	1,64	975	1,24	1276	...	...	9,63	2170	10,54	1790
Miscellaneous Public Improvements	2	834	7	443	33	4648	1,00	1456	59	676	2	11	47	484	...	...	42	347	2,68	506
Total	3	1851	71	4194	49	6901	2,77	3895	3,44	3641	2,65	1478	2,57	2439	...	...	3,44	2839	15,90	2700
Total Original Works	7	2917	1,16	7342	49	6901	4,31	5920	5,35	6129	4,76	2655	3,18	3272	7	1496	4,67	3654	26,06	4086
<i>Repairs.</i>																						
Civil Buildings	2	27	...	23	69	385	90	976	...	...	3	25	1,66	282
Communications	10	9091	11	4583	43	2638	1	141	1,08	1483	2,51	2675	8,08	4507	2,38	3902	23	4893	5,86	4835	22,28	3783
Miscellaneous Public Improvements	1	417	...	...	1	141	44	604	21	340	20	111	47	483	...	...	10	82	1,14	245
Total	10	9091	12	5000	42	2638	2	282	1,54	2114	2,74	3138	8,97	5003	5,25	5401	23	4893	5,99	4942	25,58	4310
Establishment.	1,34	1842	64	733	3,89	2235	1,25	1250	14	8979	1,26	1040	8,87	1506
Tools and Plant	9	124	...	...	21	117	4	41	3	638	20	164	58	98
Suspense (Increase + Decrease -)
GRAND TOTAL	11	10000	24	10000	1,58	10000	71	10000	7,38	10000	8,73	10000	17,63	10000	9,72	10000	47	10000	12,12	10000	58,89	10000

It is satisfactory to observe that of the total assignment of Rs. 58,89,000 in 1894-95, Rs. 40,11,000 have been devoted to works of communication, which represents 68·11 per cent. of the total grant.

The following original works costing Rs. 50,000 and over are to be begun during the current official year :

	Amount of estimate.	Grant for 1894-95.
<i>North-Western Provinces and Oudh—</i>		
	Rs.	Rs.
Punch-Erich-Gursarai and Mau road ...	1,11,516	5,000

Bombay—

Metalling a portion of Nadiád and Kapadvanj road ...	75,122	15,000
Metalling the Godhra-Shera road ...	50,000	10,000
Compensation for land for the road from Máhim to Váda ...	99,379	1,000

4. The percentage which the outlay on repairs of the several classes and establishment bears to the total grant of each province is noted below. The names of the provinces are arranged in the order of smallness of percentage under "Repairs" and "Establishment" :

REPAIRS.

Civil Buildings.

	Percentage of total grant.
Assam ...	·23
Bombay ...	·25
Lower Burma ...	·27
North-Western Provinces and Oudh ...	3·85
Punjab ...	9·26

Communications.

Upper Burma...	1·41
Lower Burma...	14·83
Central Provinces	26·58
Assam ...	28·75
Punjab ...	39·92
North-Western Provinces and Oudh ...	45·07
Coorg ...	45·83
Bombay ...	48·35
Madras ...	48·93
Rajputana ...	90·91

Miscellaneous Public Improvements.

						Percentage of total grant.
Bombay	...	...	...	...	...	82
North-Western Provinces and Oudh	...	...	...	...	...	1'11
Upper Burma...	...	...	...	...	...	1'41
Assam	...	...	...	...	...	2'40
Coorg	...	...	...	...	...	4'17
Punjab	...	...	...	...	...	4'83
Lower Burma...	...	...	...	...	...	6'04

ESTABLISHMENT.

Assam	...	...	...	...	...	7'33
Rajputana	...	...	...	...	...	9'09
Bombay	...	...	...	...	...	10'40
Punjab	...	...	...	...	...	12'86
Lower Burma...	...	...	...	...	...	18'42
Coorg	...	...	...	...	...	20'83
North-Western Provinces and Oudh	...	...	...	...	...	22'25
Upper Burma	...	...	...	...	...	26'76
Madras	...	...	...	...	...	29'79

The percentages for Establishment in Upper Burma and Madras are high. In the latter Province the percentage of the Establishment charges in 1893-94 was 14'29, the increase in the current year is due to an anticipated increase in the number of estimates to be submitted by the District Boards for scrutiny by the Public Works Department and to an anticipated improvement in revenue on which 5 per cent. is charged.

5. Of the Civil buildings to be commenced after the 31st March 1894, the distribution is as follows in the various provinces :

(In lakhs and thousands.)

Classification.	LOWER BURMA.		N.-W. P. AND OUDH.		PUNJAB.		BOMBAY.		TOTAL.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	Rs.		Rs.		Rs.		Rs.		Rs.	
Educational	3	5'82	30	30'30	14	21'21	25	64'10	72	30'25
Medical	...	...	12	12'12	3	4'55	13	33'33	48	11'77
Miscellaneous	31	91'18	23	23'23	6	9'09	...	...	60	25'31
Minor works	...	...	34	34'35	43	65'15	1	2'57	79	32'77
TOTAL	34	100'00	99	100'00	66	100'00	39	100'00	2,35	100'00

6. The distribution of the works of communication to be begun after the 31st March 1894 is as follows :

(In lakhs and thousands.)

Classification.	COORG.		CENTRAL PROVINCES.		UPPER BURMA.		LOWER BURMA.		ASSAM.		N.-W. P. AND OUDH.		PUNJAB.		BOMBAY.		Total.
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		
Metalled and bridged roads ...	...	...	...	...	...	...	81	59'12	2	70	50	30'49	61	49'19	1,12	42'59	5,94
Raised, bridged and unmetalled roads ...	...	...	64	100'00	7	43'75	33	24'09	73	25'61	20	17'68	...	...	64	24'33	...
District roads not raised	...	...	...	...	...	...	...	...	...	...	6	3'66	...	...	30	11'41	3'
Village roads	...	...	...	...	2	12'50	23	16'79	...	...	...	...	...	...	4	1'53	2'
Boat bridges and ferries	...	...	...	...	7	43'75	...	...	...	...	...	...	...	...	32	12'17	3'
Accommodation for travellers	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	3'80	10
Minor works	1	100'00	...	...	...	...	...	...	2,10	73'62	40	29'88	63	50'81	8	3'04	3,31
Miscellaneous	...	...	...	...	...	...	...	...	...	...	30	18'29	...	...	3	1'14	3'
TOTAL	1	100'00	64	100'00	16	100'00	1,37	100'00	2,85	100'00	1,64	100'00	1,24	100'00	2,63	100'00	10,51

7. Similarly, the distribution of the works of Miscellaneous Public Improvement to be begun after the same date is given below :

Classification.	COORG.		CENTRAL PROVINCES.		UPPER BURMA.		LOWER BURMA.		ASSAM.		N.-W. P. AND OUDH.		PUNJAB.		BOMBAY.		Total.
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		
Town buildings, &c.	4	57'14	...	...	...	...	...	...	...	...	...	...	...	...	4
Markets	33	56'97	67	63'21	...	...	...	...	...	...	...	...	99
Paving and streets
Lighting
Water-supply	3	42'86	...	...	...	...	...	...	...	...	...	...	33	76'19	33
Sewerage and drainage	13	27'66	...	...	13
Lighthouses
Minor works	50	100'00	2	50'00	27	57'43	...	...	79
Miscellaneous	2	100'00	...	...	1	3'03	30	36'79	...	...	1	50'00	7	14'89	10	23'81	64
TOTAL	2	100'00	7	100'00	33	100'00	1,06	100'00	50	100'00	3	100'00	47	100'00	43	100'00	2,94

8. In the undermentioned provinces, allotments are made for original works for which estimates have not been formally sanctioned by district boards and other authorities. The number of works and the aggregate amounts are noted against each :

Province.					Number of works.	Amount.
						Rs.
Madras	...	...	...	...	1	1,700
Central Provinces	...	...	...	...	4	26,000
Upper Burma	...	...	...	...	13	49,150
Punjab	...	...	...	...	21	84,100
Assam	...	...	...	...	21	1,00,700
Bombay	...	...	...	...	29	1,79,820
Lower Burma	...	...	...	...	31	2,18,560
North-Western Provinces and Oudh	...	...	...	...	36	1,30,720

It is understood that no outlay on these works will be permitted until the plans and estimates have been sanctioned by competent authority.

9. No provision has been made for house-accommodation for officials during 1894-95, except in the North-Western Provinces and Oudh where provision has been made for the construction of the following quarters :

	Rs.
Head Master's quarters, Zila School, at Almora ...	650
Hospital and quarters for Female Hospital Assistant at Muzaffarnagar ...	3,000*
* Amount provided for hospital not shown separately.	
Assistant Surgeon's quarters at Khurja ...	3,680
New quarters for the Assistant Surgeon at Etah ...	1,230

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, Assam and Coorg.
The Agents to the Governor General for Central India and Rajputana.
The Accountant General, Public Works Department.

mation.

Ordered also, that a copy be forwarded to the Finance Department for information, and that the resolution be published in the Supplement to the *Gazette of India*.

ORDER.—Ordered, that the foregoing be communicated to the Local Governments and Administrations and the officer noted in the margin for information.

F. L. O'CALLAGHAN,

Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

ACCOUNT.
General.

*Review of Provincial Civil Works Budget Estimates of Expenditure for
1894-95.*

No. III-A.G., dated Simla, the ^{20th}/_{23rd} July, 1894.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Public Works Department Code, Volume II, Chapter XV, paragraphs 42 and 43.
Finance Department Resolution No. 1142, dated 17th March 1892.

RESOLUTION.—Under the rules regulating the administration by Local Governments and Administrations of Provincial Revenues and Expenditure, the Government of India are required to exercise a general control over the expenditure on Public Works from Provincial and Incorporated Local Funds. The funds set aside for outlay on Provincial Civil Works under the control of Public Works officers during 1894-95, the third year of a new provincial contract, are analysed in the following paragraphs.

The expenditure by Public Works officers on Civil Works, from Incorporated Local Funds, has been reviewed separately.

2. In the following table the grants for 1894-95 are compared with the outlay on Provincial Civil Works during the five years ending 1892-93 and the Revised Estimate for 1893-94:

Province.	OUTLAY.					Revised estimate, 1893-94.	Budget estimate, 1894-95.
	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Central Provinces ...	11,37,150	18,12,670	27,61,650	19,01,985	17,46,305	18,35,000	15,46,000
Lower Burma ...	11,81,020	14,79,500	20,26,100	23,40,283	27,28,334	31,03,000	27,99,000
Assam ...	5,94,370	6,82,480	11,42,710	10,49,895	13,01,020	16,21,000	12,71,000
Bengal ...	39,04,300	31,24,010	35,05,060	38,80,194	27,23,928	25,36,000	26,36,000
North-Western Provinces and Oodh	25,73,470	25,93,010	30,44,260	40,60,376	32,34,224	28,78,000	27,30,000
Punjab ...	23,52,370	28,60,070	28,23,260	32,53,760	30,72,165	27,07,000	28,00,000
Madras ...	20,74,410	22,70,210	24,80,200	27,16,758	21,55,086	22,70,000	23,00,000
Bombay ...	36,77,270	36,34,100	40,17,090	39,59,535	34,79,952	31,45,000	33,50,000
GRAND TOTAL ...	1,75,14,200	1,84,37,030	2,08,02,330	2,32,52,795	2,04,38,924	2,04,27,000	1,91,11,000

The grants for 1894-95 are generally less than the amounts spent on Provincial Civil Works under Public Works officers during the five years ending 1892-93, no doubt owing to the call made on Provincial revenues to supplement the deficit in Imperial revenues due to the great fall in the sterling value of the rupee.

3. The objects and services upon which the Local Governments and Administrations propose to expend the money available in the current year are—

(In lakhs and thousands.)

SERVICE HEADS.	CENTRAL PROVINCES.		LOWER BURMA.		ASSAM.		BENGAL.		N.-W. P. AND OUDH.		PUNJAB.		MADRAS.		BOMBAY.		TOTAL.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
<i>Original Works in progress.</i>	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
Buildings ...	3.11	13.68	4.57	16.33	43	3.08	2.17	8.93	1.75	6.43	78	3.11	7.67	33.32	5.51	16.58	24.20	13.09
Communications ...	1.35	8.73	1.20	4.61	1.03	8.11	1.02	3.87	43	1.58	1.31	5.24	17	.73	1.18	3.54	7.78	4.07
Miscellaneous Public Improvements ...	...	...	...	...	...	...	...	...	...	...	55	2.70	...	...	19	.57	71	.70
TOTAL ...	3.46	22.38	5.86	20.94	1.46	11.40	3.19	12.80	2.18	10.01	2.54	10.50	7.84	33.05	6.88	20.66	33.51	17.86
<i>Works not begun on 1st April 1894.</i>																		
Buildings ...	1.32	8.54	5.50	19.07	80	6.30	5.40	20.83	4.10	15.07	1.47	5.88	4.34	18.70	1.44	4.32	24.55	12.85
Communications ...	2.03	13.13	70	2.82	1.70	14.08	52	1.07	54	1.09	94	3.76	8	.35	15	.45	6.84	3.53
Miscellaneous Public Improvements ...	...	...	34	.86	5	.30	5	.10	40	1.47	45	1.80	3	.13	5	.15	2.27	.66
TOTAL ...	3.35	21.67	6.62	23.05	2.64	20.77	6.06	22.09	5.04	18.53	3.86	11.44	4.45	19.27	1.64	4.92	32.66	17.04
TOTAL ORIGINAL WORKS ...	6.81	44.05	12.48	44.59	4.10	32.16	9.25	35.09	7.22	28.54	5.50	22.00	12.29	53.32	8.52	25.58	66.17	34.90
<i>Repairs.</i>																		
Buildings ...	70	4.57	1.46	5.32	79	6.21	3.06	11.61	3.16	11.62	2.61	10.44	1.55	6.71	3.00	11.71	17.23	9.03
Communications ...	3.63	23.43	5.61	20.04	3.26	26.44	5.42	20.56	8.50	21.85	8.70	34.80	1.31	5.67	2.58	25.77	48.11	25.60
Miscellaneous Public Improvements ...	...	...	9	.32	1	.08	15	2.00	13	.49	51	2.16	14	.61	28	.84	1.74	.91
TOTAL ...	4.33	28.01	7.16	25.58	4.16	32.73	9.03	31.26	11.70	43.35	11.85	47.40	3.00	12.00	12.76	38.33	64.08	33.53
Establishment ...	4.13	26.71	5.35	19.11	4.12	32.65	7.76	29.44	8.19	30.11	7.25	29.00	5.53	23.29	9.09	28.10	53.35	27.91
Land and Plant ...	49	1.23	50	1.79	30	1.57	32	1.31	30	.73	40	1.60	1.27	5.50	50	1.50	3.58	1.87
Increase (increase + decrease—) ...	...	...	2.50	8.03	10	.79	...	...	—20	—73	...	...	...	...	...	...	2.40	1.36
TOTAL ...	15.46	100.00	27.99	100.00	12.71	100.00	36.36	100.00	27.20	100.00	35.00	100.00	23.09	100.00	33.39	100.00	101.11	100.00

The amount provided for expenditure on original works, whether in progress or not, during 1894-95 is Rs. 66,17,000 against Rs. 96,91,000 provided in the Budget Estimate for 1893-94.

4. Considering the contributions which had to be made to Imperial revenues it is worthy of notice that Local Governments have been able to set aside as much as they have for expenditure on works which are not begun on the 1st April 1894. The Central Provinces, Lower Burma, Assam and Bengal have all apart over one-fifth of their total Public Works assignments for this purpose, and Madras has followed them closely.

In Lower Burma and Bengal about one-fifth and in Madras one-sixth of the whole grant has been allotted to new buildings.

5. The following original works costing Rs. 50,000 and over are intended to be begun during the current official year:

	Amount of estimate. Rs.	Grant for 1894-95. Rs.
Central Provinces—		
Improvements to Police Lines, Nagpur ...	58,709	10,000
Constructing a III-B. road in Chanda District ...	53,297	30,000
Constructing a III-B. road in Nagpur and Wardha Districts ...	91,240	20,000
Lower Burma—		
Treasury strong-room and record-room at Myaungmya ...	*50,000	20,000
Record-racks for offices in the new public offices, Rangoon ...	...	50,000
Assam—		
Works in Lushai Hills ...	...	85,904
Bengal—		
Block for office and residence of the Superintendent, Stamp and Stationery Office, Church Lane, Calcutta ...	...	65,000
Additional accommodation, Calcutta Museum ...	...	1,00,000
Punjab—		
Bridged and unmetalled feeder-roads to Railway Stations on the Delhi-Umballa-Kalka Railway ...	...	50,000
Rebuilding the Civil Station, Muzaffargarh ...	...	1,00,000
Madras—		
Constructing a new vernacular record-room for the Collector's Office in the Tirumal Naik's Palace ...	60,700	25,000

* Approximate.

6. The percentage which the outlay on repairs and establishment bears to the total grant available for expenditure is noted below. The names of the provinces are arranged in the order of smallness of percentage under "Repairs" and "Establishment."

REPAIRS.
Civil Buildings.

					Percentage of total grant.
Central Provinces	...	...	...	...	4.53
Lower Burma	...	...	...	...	5.22
Assam	...	...	...	...	6.21
Madras	...	...	...	...	6.71
Punjab	...	...	...	...	10.44
Bengal	...	...	...	...	11.61
North-Western Provinces and Oudh	...	...	...	...	11.62
Bombay	...	...	...	...	11.71

Communications.

Madras	...	...	...	...	5.67
Lower Burma	...	...	...	...	20.04
Bengal	...	...	...	...	20.56
Central Provinces	...	...	...	...	23.48
Bombay	...	...	...	...	25.77
Assam	...	...	...	...	26.44
North-Western Provinces and Oudh	...	...	...	...	31.25
Punjab	...	...	...	...	34.80

Miscellaneous Public Improvements.

Assam	...	...	...	...	1.08
Lower Burma	...	...	...	...	3.32
North-Western Provinces and Oudh	...	...	...	...	4.48
Madras	...	...	...	...	6.61
Bombay	...	...	...	...	8.84
Bengal	...	...	...	...	2.09
Punjab	...	...	...	...	2.16

ESTABLISHMENT.

Lower Burma	...	...	...	...	19.11
Central Provinces	...	...	...	...	26.71
Madras	...	...	...	...	28.29
Punjab	...	...	...	...	29.00
Bengal	...	...	...	...	29.44
Bombay	...	...	...	...	30.00
North-Western Provinces and Oudh	...	...	...	...	30.11
Assam	...	...	...	...	32.65

7. Of the Civil buildings to be commenced after the 31st March 1894, the distribution is as follows in the various provinces:

(In lakhs and thousands.)

Classification.	CENTRAL PROVINCES.		LOWER BURMA.		ASSAM.		BENGAL.		N.-W. P. AND OUDH.		PUNJAB.		MADRAS.		BOMBAY.		TOTAL.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
Forest	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Post Offices	...	...	6	1.07	...	...	...	...	...	...	...	...	...	...	...	...	6	...
Telegraph	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Administration	10	7.58	...	...	...	...	70	12.75	1,26	30.73	10	6.80	1,82	41.94	13	8.33	4,10	16.79
Law and Justice	...	...	1,23	22.01	...	...	95	16.94	53	12.93	...	...	35	3.46	...	...	2,84	11.39
Ecclesiastical	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jails	20	21.97	85	15.74	...	...	86	15.66	36	8.78	10	6.80	17	3.91	...	...	2,66	10.46
Police	33	25.00	1,95	34.88	...	...	18	3.28	73	17.80	4	2.73	31	7.14	38	23.23	3,86	15.77
Educational	8	6.06	...	...	17	21.25	1,00	18.22	2	4.49	...	...	10	2.30	...	...	1,37	5.53
Medical	...	...	30	6.98	...	...	25	4.55	9	2.19	...	...	...	...	...	...	73	2.97
Miscellaneous	...	...	1,08	19.32	20	25.00	57	10.38	1,07	26.10	1,11	25.51	46	10.60	...	...	4,69	18.98
Minor Works	52	39.39	...	...	43	53.75	...	...	...	...	13	8.17	80	20.51	1,00	69.45	2,06	13.06
Customs	...	...	...	...	...	...	...	...	...	...	...	...	44	10.14	...	...	44	1.71
Minor Departments	...	...	...	...	...	...	1,00	18.22	4	9.08	...	...	...	...	...	...	1,04	4.15
TOTAL	1,32	100.00	5,59	100.00	80	100.00	5,49	100.00	4,10	100.00	1,47	100.00	4,34	100.00	1,44	100.00	24,35	100.00

8. The distribution of the works of communication to be begun after the 31st March 1894 is as follows :

(In lakhs and thousands.)

Classification.	CENTRAL PROVINCES.		LOWER BURMA.		ASSAM.		BENGAL.		N.-W. P. AND OUDH.		PUNJAB.		MADRAS.		BOMBAY.		TOTAL.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
Mettled and bridged roads ...	...	...	15	18'99	9	5'03	20	38'47	22	40'74	...	...	...	...	...	...	...	...
Raised, bridged and unmettled roads	1,61	79'31	13	16'45	1,33	74'30	20	38'47	...	...	56	59'38	...	...	...	...	4,85	70'91
District roads not raised ...	27	13'30	9	11'39	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Village roads ...	...	...	12	15'19	...	...	...	...	...	...	...	...	...	...	...	...	32	1'75
Boat-bridges and ferries ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Accommodation for travellers ...	...	...	...	...	...	...	7	13'44	9	16'67	...	...	...	...	...	...	16	2'34
Minor works ...	15	7'39	30	37'97	37	30'67	...	...	...	...	25	26'50	8	100'00	15	100'00	1,30	19'01
Miscellaneous ...	...	...	...	...	...	...	5	9'61	20	42'59	13	13'83	...	...	...	...	41	5'09
TOTAL	2,03	100'00	79	100'00	179	100'00	52	100'00	54	100'00	94	100'00	8	100'00	15	100'00	6,84	100'00

In the budget estimates submitted by the Government of the Punjab the grants for roads have not been distributed according to the prescribed classification (page xxviii, Appendix VI, Vol. II, Public Works Department Code). This should be done in future.

9. Similarly, the distribution of the works of Miscellaneous Public Improvement to be begun after the same date is given below :

(In lakhs and thousands.)

Classification.	CENTRAL PROVINCES.		LOWER BURMA.		ASSAM.		BENGAL.		N.-W. P. AND OUDH.		PUNJAB.		MADRAS.		BOMBAY.		TOTAL.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
Town buildings, etc.
Markets
Paving and streets
Lighting
Water-supply	30	75'00	...	...	...	...	...	...	30	33'62
Sewerage and drainage	30	66'67	...	...	...	...	30	33'62
Lighthouses	13	54'17	...	...	...	...	...	...	...	...	...	...	...	...	13	10'24
Minor works	5	20'83	5	100'00	...	...	...	...	10	22'22	3	100'00	5	100'00	28	22'05
Miscellaneous	6	25'00	...	...	5	100'00	10	25'00	5	11'11	...	...	...	...	26	20'47
TOTAL	24	100'00	5	100'00	5	100'00	40	100'00	45	100'00	3	100'00	5	100'00	1,27	100'00

10. In the undermentioned provinces, allotments are made for original works for which estimates have not been sanctioned. The number of works and the aggregate amounts are noted against each.

Province.	Number of works.	Amount.
		Rs.
Central Provinces	20	2,48,500
Lower Burma	40	3,97,560
Assam	10	1,81,900
Bengal	23	3,74,300
North-Western Provinces and Oudh	24	1,68,670
Punjab	4	1,65,750
Madras	5	36,360
Bombay	4	34,500

It is understood that no outlay on works will be permitted by Local Governments and Administrations until estimates have been sanctioned by competent authority.

11. The following works are provided for in connection with the residences of Governors, Lieutenant-Governors and Chief Commissioners:

Province.	Station.	Nature of work.	Total estimated cost.	Allotment for 1894-95.
			Rs.	Rs.
Lower Burma ...	Rangoon ...	New Government House ...	5,85,821	1,86,000
Bengal ...	Darjeeling ...	Bungalow for the Private Secretary to His Honour the Lieutenant-Governor... ..	4,766	5,000
Madras ...	Ootacamund ...	Additions and improvements to Government House... ..	7,79,150	10,000
Bombay ...	Mahábaleshwar ...	Certain works at Government House, Bella Vista... ..	12,640	6,800
Ditto ...	Ganesh Khind ...	Improving the roof of the stable at Government House	8,745	1,600
Ditto ...	Ditto ...	Improvements to Government House	3,984	1,900
Ditto ...	Ditto ...	Improving the Park Road, Government House	4,560	2,500

12. The provision of house accommodation for officials, exclusive of buildings in progress at the end of 1893-94, is as follows:

Province.	Station.	Nature of work.	Estimated cost.	Provision in 1894-95.
			Rs.	Rs.
Central Provinces	Seoni	Purchasing a bungalow as a residence for a Civil Surgeon	...	10,000
Lower Burma	Insein	Quarters for Deputy and Assistant Jailors	11,591	11,590
Ditto	Oyster Island	Quarters for light-keepers	...	13,070
Bengal	Chapra	Constructing quarters for Assistant Jailor and Civil Hospital Assistant	2,999	3,000
Ditto	Patuakhali	Constructing a residence for the sub-divisional officer	...	4,000
Ditto	Suri	Constructing a residence for the Civil Surgeon	...	5,000
Ditto	Jalpaiguri	Constructing a residence for the District Superintendent of Police	...	7,000
North-Western Provinces and Oudh.	Aligarh	Constructing quarters for the Tahsildar at Khair	3,000	3,000
Ditto	Cawnpore	Modifying the Tahsildar's quarters at Ghalampur	4,508	3,140
Ditto	Muzaffarnagar	Constructing quarters for the Reserve Inspector	6,406	5,000

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab. The Chief Commissioners of the Central Provinces, Burma and Assam.

Public Works Department, for information.

ORDER.—Ordered that the foregoing be communicated to the Local Governments and Administrations noted in the margin, and to the Accountant General,

Ordered also that a copy be forwarded to the Finance Department for information, and that the Resolution be published in the Supplement to the *Gazette of India*.

F. L. O'CALLAGHAN,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 15TH JULY
AND FROM 1ST TO 14TH JULY 1894.

N.B.—As regards the figures in column Total Earnings from 1st July 1894, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1893.	WEEK ENDING 15TH JULY 1893.			WEEK ENDING 14TH JULY 1894.			Earnings from 1st to 15th July 1893.	Earnings from 1st to 14th July 1894.	Increase.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.				
			Total.	Per mile per open week.		Total.	Per mile per open week.			
State lines worked by companies.	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	
<i>Standard gauge—</i>										
East Indian	352	1,634	7,73,999	474	1,683	8,72,441	518	17,88,942	17,75,498	...
Bengal-Nagpur	107	863	74,393	86	862	66,206	77	1,84,405	1,31,026	...
Indian Midland	112	752	67,542	90	752	81,766	109	1,44,319	1,65,970	21,651
Bezwa Extension	100	21	1,929	92	21	1,987	95	3,815	3,661	...
<i>Metre gauge—</i>										
Rajputana-Malwa (a)	216	1,699	2,77,974	164	1,719	3,99,910	233	6,52,556	8,15,340	1,62,784
Palampur-Doesa	49	...	...	...	17	610	36	...	1,420	1,420
South Indian	142	1,043	1,57,350	151	1,042	1,67,055	160	3,61,422	3,37,914	...
Máyavaram-Mutupet . . . . .	...	...	...	...	54	4,930	91	...	9,729	9,729
Southern Mahratta (b)	90	1,156	1,17,040	101	1,164	1,17,726	101	2,41,499	2,60,980	19,481
Bengal and North-Western (c)	108	756	86,632	115	756	1,00,890	133	1,84,033	2,16,450	32,417
Rohilkund and Kumaon (Lucknow-Bareilly section)	59	199	10,872	55	200	10,753	54	23,931	23,511	480
TOTAL	221	8,123	15,67,731	193	8,270	18,24,274	221	35,84,082	37,41,499	1,57,417
State lines worked by the State.										
<i>Standard gauge—</i>										
North Western (state) (d)	222	2,509	5,27,762	210	2,507	6,17,884	246	11,38,203	12,84,077	1,45,874
Oudh and Rohilkhand (state)	206	692	1,25,540	181	797	1,80,551	227	2,70,343	3,74,817	1,04,474
Eastern Bengal (state) (including metre and 2' 6" gauges)	345	777	1,44,958	187	813	1,71,890	211	3,07,848	3,68,120	60,272
Bengal Central (e)	121	125	11,940	96	125	13,300	106	26,405	27,310	905
East Coast (state)	71	116	3,934	34	266	20,628	78	7,575	41,832	34,257
<i>Metre gauge—</i>										
Burma (state)	133	730	96,991	133	730	1,37,097	188	2,24,595	2,61,691	37,096
<i>Special gauges—</i>										
Jorhat (state provincial)	57	25	1,621	65	25	1,956	78	3,861	3,728	...
Cherra-Companyganj (state provincial)	52	8	333	42	8	419	52	590	847	257
TOTAL	216	4,982	9,13,682	183	5,271	11,43,725	217	19,79,420	23,62,422	3,83,002
Lines worked by guaranteed companies.										
<i>Standard gauge—</i>										
Great Indian Peninsula (g)	392	1,490	4,42,422	297	1,490	4,19,079	281	10,01,651	9,45,802	...
Bombay, Baroda and Central India	445	461	1,58,483	344	461	2,15,000	466	3,78,939	4,55,000	76,061
Madras	239	840	1,98,033	230	840	1,85,789	221	4,41,951	3,89,734	...
TOTAL	363	2,791	7,98,938	286	2,791	8,19,868	294	18,22,541	17,90,536	...
TOTAL (GUARANTEED AND STATE)	244	15,896	32,79,751	200	16,332	37,87,867	232	73,86,043	78,94,457	5,08,414
Assisted companies.										
<i>Standard gauge—</i>										
Delhi-Umballa-Kalka	145	161	20,391	127	161	23,490	146	43,092	40,796	6,704
Tarkessur	213	22	3,950	180	22	5,823	265	8,651	10,876	2,225
<i>Metre gauge—</i>										
Rohilkund and Kumaon (Company's section)	123	67	8,726	130	67	8,474	126	17,514	17,195	...
Dibru-Sadiya	127	78	5,805	74	78	11,356	146	13,136	22,470	9,334
<i>Special gauge—</i>										
Darjeeling-Himalayan	241	51	13,234	259	51	11,877	233	26,291	20,084	...
TOTAL	154	379	52,106	137	379	61,020	161	1,08,684	1,20,421	11,737
Lines owned by native states and worked by other agencies.										
<i>Standard gauge—</i>										
The Nizam's guaranteed state	145	333	43,568	131	333	52,090	159	94,904	1,12,931	18,027
The Gaekwar's Petlad	82	13	910	70	13	620	48	1,887	1,730	...
Rajpura-Bhatinda	119	108	13,500	125	108	16,874	156	28,628	32,641	3,713
Kolar-Goldfields . . . . .	...	...	...	...	10	2,549	255	...	5,253	5,253
<i>Metre gauge—</i>										
Southern Mahratta (Mysore section) (h)	96	331	31,531	95	362	32,333	89	71,616	62,821	...
The Gaekwar's Mehsana	59	93	4,025	43	93	4,340	47	8,636	8,920	344
Kolhapur	73	29	2,288	79	29	1,687	58	4,044	3,436	...
<i>Special gauge—</i>										
The Gaekwar's Dabhoi	53	72	4,201	58	72	1,970	27	7,739	4,490	...
TOTAL	108	979	1,00,023	102	1,020	1,13,363	111	2,18,354	2,32,282	13,928
Lines owned and worked by native states.										
<i>Metre gauge—</i>										
Bhavnagar-Gondal-Junagarh-Porbandar	90	334	24,643	74	334	16,157	48	52,098	35,737	...
Jetalsar-Rajkot	61	46	2,483	54	46	1,864	41	5,015	4,510	...
Jodhpur-Bikaner	46	364	14,705	40	364	14,400	40	28,548	32,400	3,852
<i>Special gauge—</i>										
Morvi	62	94	4,709	50	94	3,550	38	10,699	8,575	...
TOTAL	66	838	46,540	56	838	35,980	43	96,360	81,228	...
GRAND TOTAL	226	18,092	34,78,420	192	18,569	39,98,230	215	78,09,441	83,28,388	5,18,947

(a) Includes the Godhra-Rutlam railway.

(b) Includes the Guntakal-Mysore frontier section.

(c) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(d) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(e) Although for convenience classed amongst state railways this line is the property of the Bengal Central Railway Company.

(f) Includes the earnings of the Bezwa-Godavari section.

(g) Includes the Wardha Coal, Dhond-Manmad, Khamsa and Amraoti railways.

(h) Includes the Mysore-Nanjangud and the Yesvantpur-frontier sections.

L. G. PRICKETT,

Offg. Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XV OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 15TH JULY 1893.				WEEK ENDING 8TH JULY 1894.				Earnings from 1st April to 15th July 1893.	Earnings from 1st April to 14th July 1894.	Increase.	Decrease.
		Mean mile-age worked.	Earnings.		Mean mile-age worked.	Earnings.							
			Total.	Per mile per open week.		Total.	Per mile per open week.						
Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
State lines worked by companies.													
Standard gauge—													
East Indian	602	1,634	7,73,999	474	1,683	8,72,441	518	1,49,59,179	1,59,86,543	10,27,364	...		
Bengal-Nagpur	149	863	74,393	86	862	66,206	77	21,28,956	19,84,131	...	1,44,825		
Indian Midland	132	752	67,542	90	752	81,766	109	15,50,161	17,60,747	2,10,586	...		
Bezwada Extension	95	21	1,929	92	21	1,987	95	28,444	34,398	5,954	...		
Metro gauge—													
Rajputana-Malwa (a)	261	1,699	2,77,974	164	1,719	3,99,910	233	72,31,416	82,22,337	9,90,921	...		
Palanpur-Deesa	41	...	...	...	17	610	36	...	12,071	12,071	...
South Indian	144	1,043	1,57,350	151	1,042	1,67,055	160	25,97,942	24,29,084	...	1,68,858		
Mayavaram-Mutpet	...	...	...	...	54	4,930	91	...	(b) 57,552	57,552	...
Southern Mahratta (c)	100	1,156	1,17,040	101	1,164	1,17,726	101	20,01,587	21,93,464	1,91,877	...		
Bengal and North-Western (d)	132	756	86,632	115	756	1,00,890	133	18,07,489	19,60,391	1,52,902	...		
Rohilkund and Kumaon (Lucknow-Barcelly section)	67	199	10,872	55	200	10,753	54	2,34,995	2,74,091	39,096	...		
TOTAL	250	8,123	15,67,731	193	8,270	18,24,274	221	3,25,90,169	3,49,14,809	23,24,640	...		
State lines worked by the State.													
Standard gauge—													
North Western (state) (e)	232	2,509	5,27,762	210	2,507	6,17,884	246	86,42,378	95,66,300	9,23,922	...		
Oudh and Rohilkhand (state)	242	692	1,25,540	181	797	1,80,551	227	28,08,057	33,41,975	5,33,918	...		
Eastern Bengal (state) (including metro and 2' 6" gauges)	309	777	1,44,958	187	813	1,71,890	211	27,49,462	30,74,553	3,25,091	...		
Bengal Central (f)	120	125	11,940	96	125	13,300	106	2,14,278	2,29,318	15,040	...		
East Coast (state)	66	116	(g) 3,934	34	266	20,628	78	(g) 74,948	4,11,539	3,36,591	...		
Metro gauge—													
Burma (state)	171	730	96,991	133	730	1,37,097	188	19,31,558	18,41,394	...	90,164		
Special gauges—													
Jorhat (state provincial)	49	25	1,624	65	25	1,956	78	22,198	20,334	...	1,864		
Cherra-Companyganj (state provincial)	54	8	333	42	8	419	52	6,210	7,385	1,175	...		
TOTAL	225	4,982	9,13,082	183	5,271	11,43,725	217	1,64,49,089	1,84,92,798	20,43,709	...		
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h)	510	1,490	4,42,422	297	1,490	4,19,079	281	1,30,57,096	1,16,79,902	...	13,77,194		
Bombay, Baroda and Central India	638	461	1,58,483	344	461	2,15,000	466	54,82,459	57,23,153	2,40,694	...		
Madras	238	840	1,98,033	236	840	1,85,789	221	30,80,412	39,23,241	...	57,171		
TOTAL	449	2,791	7,98,938	286	2,791	8,19,868	294	2,16,19,967	2,04,26,196	...	11,93,671		
TOTAL (GUARANTEED AND STATE)													
	277	15,896	32,79,751	206	16,332	37,87,867	232	7,06,59,225	7,38,33,903	31,74,678	...		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	150	161	80,391	127	161	23,490	146	3,50,591	4,36,323	85,732	...		
Tarkessur	253	22	3,950	180	22	5,823	265	90,617	1,03,125	12,508	...		
Metro gauge—													
Rohilkund and Kumaon (Company's section)	136	67	8,726	130	67	8,474	126	1,54,878	1,45,805	...	9,073		
Dibru-Sadiya	130	78	5,805	74	78	11,356	146	1,44,977	1,66,249	21,272	...		
Special gauge—													
Darjeeling-Himalayan	238	51	13,234	250	51	11,877	233	2,06,553	1,95,781	...	10,772		
TOTAL	161	379	52,106	137	379	61,020	161	9,47,616	10,47,283	99,667	...		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	158	333	43,568	131	333	52,900	159	8,39,713	9,81,110	1,41,397	...		
The Gaekwar's Petlad	92	13	910	70	13	620	48	19,522	23,566	4,044	...		
Rajputana-Bhatinda	129	108	13,500	125	108	16,874	156	2,13,827	2,61,373	47,546	...		
Kolar-Goldfields	...	...	...	...	10	2,549	255	...	(i) 16,958	16,958	...
Metro gauge—													
Southern Mahratta (Mysore section) (j)	95	331	31,531	95	362	32,333	89	5,26,748	4,87,979	...	38,769		
The Gaekwar's Mohsana	75	93	4,025	43	93	4,340	47	1,07,951	1,21,730	13,779	...		
Kolhapur	77	29	2,288	79	29	1,687	58	35,785	42,109	6,324	...		
Special gauge—													
The Gaekwar's Dabhoi	67	72	4,201	58	72	1,970	27	88,536	82,220	...	6,307		
TOTAL	115	979	1,00,023	102	1,020	1,13,363	111	18,37,082	20,17,054	1,79,972	...		
Lines owned and worked by native states.													
Metro gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar	118	334	24,643	74	334	16,157	48	7,58,779	6,15,350	...	1,43,429		
Jetalsar-Rajkot	60	46	2,483	54	46	1,864	41	(k) 34,300	47,800	13,500	...		
Jodhpur-Bikaner	54	364	14,795	40	364	14,400	40	2,55,104	3,77,311	1,22,207	...		
Special gauge—													
Morvi	67	94	4,709	50	94	3,559	38	1,01,138	1,02,170	1,032	...		
TOTAL	81	838	46,540	56	838	35,980	43	11,49,321	11,42,631	...	6,690		
GRAND TOTAL													
	257	18,092	34,78,420	192	18,569	39,98,230	215	7,45,93,244	7,80,40,871	34,47,627	...		

(a) Includes the Godhra-Rutlam railway.

(b) Total earnings from 2nd April to 14th July 1894.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umritkot railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the earnings of the Bezwada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amraoti railways.

(i) Total earnings from 1st June to 14th July 1894.

(j) Includes the Mysore-Nanjangud and the Yessantpur-Mysore frontier sections.

(k) Total earnings from 12th April to 15th July 1893.

L. G. PRICKETT,

Offg. Under Secretary.

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SUPPLEMENT TO
The Gazette of India.

No. 31.]

SIMLA, SATURDAY, AUGUST 4, 1894.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on
Saturday, July 28th, 1894.**

General Summary.—At the close of the previous week the third cyclonic storm of the month had advanced as far as Indore. It had given heavy rain to the Central Provinces and Berar, causing destructive floods in the Nerbudda and Tapti basins. By Sunday morning it had drifted further west-north-westwards, and heavy falls of rain were received in Gujarat, giving rise to floods in the Sabarmati and Mahi rivers. The rainfall at Ahmedabad on the 22nd amounted to 6·51 inches. The storm then passed into Lower Sind and filled up within the next two days, though it was somewhat intensified on the 23rd by the formation of apparently a subsidiary depression near the coast caused by the heavy rainfall given by the original storm in that area. Very strong winds were reported from the Sind, Cutch, and Kathiawar Coast stations. By the morning of the 24th only a slight residual depression was left, chiefly shown by the cyclonic circulation of winds in Sind and the South-West Punjab. The strong south-westerly winds caused by the passage of this storm extended into the Punjab, and, together with a shallow depression which formed along the foot of the hills from Sialkot to Roorkee, gave heavy rain to the Upper India hill districts on the 26th, which continued more or less to the end of the week. On the 26th Simla registered a fall of 4·50 inches, Dehra Dun 3·41 inches, Mussooree 2·95 inches, and Roorkee 2·90 inches.

Another depression formed in South Bengal on the 23rd, and during the next twenty-four hours developed with great rapidity into a cyclonic storm of some considerable intensity. The fall of pressure was very rapid at Saugor Island and Calcutta, where it amounted to over two-tenths of an inch, and the depression in its central area near Calcutta was nearly a third of an inch. Winds were very strong in the east and south quadrants of the storm, and heavy rain fell in the storm area, Saugor Island receiving 7·69 inches and Balasore 7

inches. The storm continued to determine heavy rainfall to Bengal, Chota Nagpur, and the adjacent districts of the Central Provinces during the next twenty-four hours as it drifted slowly west-north-westwards, and rain fell off in consequence in Burma, where it had hitherto been falling in large amounts. By the morning of the 25th the centre of the storm was near Burdwan, and by next day it had passed through Chota Nagpur and was entering Baghelkhand. By the 27th it had advanced as far as Sutna; but, owing to the partial failure of the Bombay monsoon current, the cyclonic rainfall ceased, and the storm filled up without proceeding any further.

Except in North-West India, where it gave heavy rain during the first part of the week, the Bombay current fell off considerably, and gave very little rain during the week to most of the districts dependent on it. The Bengal current, on the contrary, though weak at the beginning of the week, was roused into greater activity by the storm which formed in South Bengal; and, while rain fell off in amount in Burma, it increased considerably in Bengal, and moderately heavy rain was received in East, South, and West Bengal.

The mean temperature of the week for the whole of India was 0.4° in defect, or approximately normal.

Daily Summary.—Sunday.—Pressure had fallen briskly in South-West Rajputana and Lower Sind, where the storm which had been central near Indore at the close of the previous week had advanced. Its centre was now near Mount Abu, and heavy rain had been received in its inner area and in its southern quadrant. Ahmedabad reported 6.51 inches, Bhuj 3.55 inches, and Mount Abu, Deesa, and Bombay amounts exceeding 2 inches. Moderate to heavy rain had also been received in Lower Burma and Arakan, where Moulmein had received another heavy fall of 6.96 inches, and Akyab, Bassein, and Tavoy falls exceeding 2 inches. Light to moderate rain had fallen in Bengal, the heaviest fall being 1.3 inches received at both Saugor Island and Gnatong; but the previous twenty-four hours had been practically rainless in the North-Western Provinces and the Punjab. Pressure was in considerable defect in East Bengal, and a slight tendency was noticeable to the formation of a depression in Bengal.

Monday.—The storm in North-Western India had advanced into Lower Sind and had apparently filled up to a certain extent, but it had continued to give moderately heavy rain, Bhuj receiving 4.7 inches, and Surat and Mount Abu over 2 inches. A shallow depression covered South Bengal, where pressure had given way briskly in the central area, in which pressure was about an eighth of an inch in defect. Winds were abnormally strong on the Kathiawar and Cutch Coasts, and a severe gale was blowing at Bhuj, where the wind velocity was 58 miles an hour. Heavy rain had fallen in Lower Burma, where Moulmein had again received a large fall of 7.51 inches; but the rainfall in Bengal was light, and very few showers had been received in the North-Western Provinces and the Punjab.

Tuesday.—The storm in Sind had apparently filled up after giving heavy rain to Mount Abu (5.3 inches), Kurrachee (4.62 inches), and Bhuj (2.98 inches). The pressure changes in Bengal were large and important. In South Bengal pressure had given way very rapidly, the fall at Calcutta and Saugor Island exceeding two-tenths of an inch, and the depression of the day before had developed with unusual rapidity into a cyclonic storm of some considerable intensity. Pressure at its centre near Calcutta was nearly a third of an inch below the normal, and gradients were very steep in its southern quadrant. Very heavy rain had been given by the storm, Saugor Island reporting a fall of 7.69 inches and Balasore 7 inches. Chaibassa and Calcutta had each received over 2 inches. With the increase of rain in Bengal the rainfall in Burma had fallen off in amount, Moulmein and Akyab being the only two stations which had received moderately heavy rain, amounting to 3.8 inches at Moulmein and 2.11 inches at Akyab. With the exception of the heavy rainfall in the Sind storm area, the Bombay monsoon current had given only light showers during the previous twenty-four hours, and very little rain had fallen in the North-Western Provinces and the Punjab.

Wednesday.—The Bengal storm had drifted about 100 miles in a west-north-west direction, and its centre was near Burdwan. The depression was not

quite so deep as it had been the day before, but heavy rain had continued in its south and west quadrants, the heaviest falls being Balasore 5·62 inches, Sambalpur 5·25 inches, False Point 3·33 inches, and Cuttack, Saugor Island, Chaibassa, and Raipur falls between 2 and 3 inches. Lower Sind and South-West Rajputana had continued to receive heavy rain, Hyderabad reporting a fall of 5·3 inches, Kurrachee 4·78 inches, and Mount Abu 3·31 inches. Rainfall had extended into Baluchistan, Quetta receiving a fall of half an inch. Light and unimportant showers continued in Burma and on the West Coast. Pressure had fallen briskly along the foot of the Western Himalayas, the fall being greatest from Sialkot to Roorkee, and pressure was in moderate defect in this area.

Thursday.—The storm had passed over Chota Nagpur and its centre was entering Baghelkhand, but it had filled up considerably, and its central depression probably did not exceed a tenth of an inch. Pressure had increased in the South-East Punjab, and had fallen slightly in the North Punjab. Rainfall was increasing in amount in Burma, and had fallen off in amount in Bengal, Bihar, and Assam. Only light showers continued to be received on the West Coast. Heavy rain had fallen in the area of disturbance in the South-East Punjab, especially in the hill districts. The most important falls of rain reported were:—Raipur 3·54 inches, Jubbulpore 3·15 inches, Seoni 3 inches, Simla 4·5 inches, Bareilly 4·12 inches, Dehra Dun 3·41 inches, and Mussooree 2·95 inches.

Friday.—Pressure had increased over the whole of India, and considerable changes had been made in the pressure distribution, diminishing the gradients for monsoon winds. The storm entering Baghelkhand the day before had advanced as far as Sutna, and had continued to fill up. Heavy rain had again fallen in the Upper India hill districts. Light to moderate rain had fallen in Burma, the West Coast districts, and the Central Provinces, and little or no rain in Bengal and the North-Western Provinces. Murree had received 5·53 inches, Dehra Dun 3·81 inches, Chakrata 3·46 inches, Mussooree 3·39 inches, Saugor 3·8 inches, Nowgong 3·45 inches, and Simla 2·38 inches.

Saturday.—The depression in Baghelkhand had almost entirely filled up, and only a very shallow residual depression was discernible lying over Baghelkhand and the adjacent districts of the North-Western Provinces. Rainfall had fallen off considerably over the whole of India, and less rain had been received than for some time past. The only fall exceeding 2 inches was one of 3·93 inches reported from Bhamo, and only seven other stations had received amounts exceeding 1 inch. Little or no rain fell in Bengal, Bihar, the Deccan, Rajputana, and the West and Central Punjab.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India :

PROVINCE.	July 1894.							Mean variation of week.
	22nd.	23rd.	24th.	25th.	26th.	27th.	28th.	
Burma .	0	0	0	0	0	0	0	0
Bengal and Assam	−1·5	−1·2	−0·6	+0·8	+0·5	−0·1	−0·1	−0·3
North-Western Provinces and Oudh	+1·4	+1·5	−0·7	−2·2	−2·0	−0·7	+0·6	−0·3
Punjab	+1·6	+2·6	+1·1	+0·5	−0·2	−2·8	−0·7	+0·3
Bombay	−0·9	+0·8	+0·7	+1·0	+1·2	−1·2	−2·5	−0·1
Central Provinces and Berar	−0·5	0	+0·3	+0·8	+0·6	−0·2	+0·8	+0·3
Central India and Gujarat	−0·5	+0·4	+0·4	−0·2	−4·3	−3·9	−1·3	−1·3
Sind and Rajputana	−2·4	−3·0	−3·5	−2·4	−2·8	−3·3	−2·3	−2·8
Madras	+1·0	+0·7	−2·5	−3·4	−3·4	−0·9	−1·6	−1·4
	+2·1	+2·7	+2·5	+1·2	+1·1	+1·8	+1·6	+1·9
Mean for whole of India	0	+0·5	−0·3	−0·4	−1·0	−1·3	−0·6	−0·4

The heavy rainfall given by the two storms of the week decreased temperature in Bengal, the Central Provinces, Central India, Gujarat, Sind, and Rajputana, but the effects of the rainfall given by the Bengal storm did not last long, and temperature was soon restored to the normal. Temperature was most persistently in defect in Gujarat and Sind, where it continued below the normal during the greater part of the week. In Madras rainfall was in defect, and temperature consequently was above the normal.

In most provinces the mean temperature of the week was normal; only in Madras was it slightly in excess, and in the Central Provinces, Berar, Central India, Gujarat, Sind, and Rajputana it was in slight to moderate defect.

For the whole of India the mean temperature was normal on the 22nd, 23rd, 24th, 25th, and 28th, and in slight defect on the 26th and 27th. For the whole week it was normal, being only 0.4° in defect.

Rainfall.—Burma had unusually heavy monsoon rainfall during the past week, but in India rainfall was everywhere in defect, except in those provinces affected by the two cyclonic storms of the week. Thus, while Deltaic Bengal, Orissa, Chota Nagpur, and the eastern districts of the North-Western Provinces received rain in excess of the normal quantity, the rest of Bengal, the North-Western Provinces, Bihar, and Assam received less. The Bengal storm also determined heavier rainfall than usual to the eastern and central districts of the Central Provinces. The Bombay monsoon current, influenced by the cyclonic storm in North-Western India, gave unusually heavy rain to the Bombay Deccan, Khandesh, Gujarat, Kathiawar, and Sind, and also, as a secondary effect of the same storm, to the Punjab hill districts and the adjacent submontane districts of the North-Western Provinces. All the other districts dependent on the Bombay current for their rainfall received less rain than usual. The rainfall of the week was hence in defect in the Punjab plains, Malabar Coast districts, the Konkan, Berar, the western districts of the Central Provinces, Central India, Rajputana, the East Deccan, and Madras.

Rainfall was most excessive in Kathiawar, where it was five times, and in Sind, where it was nearly six times, the normal quantity. Tenasserim received the greatest absolute excess, *viz.*, 14.09 inches. No rain at all fell in Hyderabad (South) and West Rajputana.

The rainfall of the period from 3rd June to 28th July has been in defect generally in Bengal, Assam, and Southern India. The defect is greatest in Assam, North Bihar, Hyderabad (South), and some parts of Madras. Rainfall in excess of the normal quantity has been received in Tenasserim and Lower Burma, Orissa, Chota Nagpur, South Bihar, North-Western Provinces, the Punjab, Khandesh, the Konkan and Bombay Deccan, Berar, Central Provinces, Gujarat, Kathiawar, Sind, Central India, Rajputana, and the north-eastern districts of the Madras Coast.

The following gives the largest amounts received at individual rain-gauge stations during the week:

Thaton (Tenasserim)	26.58 inches.
Moulmein	22.96 "
Kangra (Punjab)	19.86 "

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JULY 28TH, 1894.			RAINFALL DATA FROM JUNE 3RD TO JULY 28TH, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 3rd to July 28th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	24'77	10'68	+ 14'09	124'94	81'03	+ 54
	Lower Burma	7'34	5'04	+ 2'30	44'77	38'90	+ 15
	Central Burma	5'61	4'17	+ 1'44	30'89	31'05	- 1
	Upper Burma	1'46	?	?	15'82	?	?
	Arakan	13'09	9'72	+ 3'37	84'68	94'18	- 10
BENGAL AND ASSAM	Eastern Bengal	3'11	4'09	- 0'98	33'62	35'61	- 6
	Assam (Surma)	1'73	6'47	- 4'74	51'08	63'96	- 20
	Do. (Brahmaputra)	1'75	3'71	- 1'96	22'04	29'07	- 24
	Deltaic Bengal	3'05	2'94	+ 0'11	21'89	20'58	+ 6
	Central Bengal	1'59	2'53	- 0'94	20'36	20'34	0
	North Bengal	1'41	4'11	- 2'70	30'37	43'32	- 30
	Orissa	6'78	3'11	+ 3'67	27'04	19'90	+ 36
	Chota Nagpur	4'40	3'31	+ 1'09	24'14	19'49	+ 24
	Bihar (South)	2'91	3'03	- 0'12	18'68	16'06	+ 16
	Do. (North)	1'37	2'64	- 1'27	14'49	19'43	- 25
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East)	3'01	2'96	+ 0'05	19'35	14'58	+ 33
	Do. (Submontane) (a)	0'93	3'12	- 2'19	17'13	16'49	+ 4
	Oudh (South)	2'43	2'66	- 0'23	17'29	13'67	+ 26
	Do. (North)	0'92	2'68	- 1'76	16'96	15'72	+ 8
	North-Western Provinces (Central)	0'74	2'83	- 2'09	16'56	12'71	+ 30
	North-Western Provinces (West)	1'33	2'55	- 1'22	10'02	10'86	- 8
	North-Western Provinces (Submontane) (b)	3'72	3'32	+ 0'40	19'43	17'60	+ 10
PUNJAB	Punjab (South)	0'21	1'03	- 0'82	9'68	5'12	+ 89
	Do. (Central)	0'82	1'73	- 0'91	9'80	8'51	+ 15
	Do. (Submontane)	1'38	1'83	- 0'45	21'73	10'17	+ 114
	Do. (Hill Districts)	11'86	6'12	+ 5'74	44'68	29'02	+ 54
	Do. (North-West)	0'96	1'31	- 0'35	11'03	5'69	+ 94
	Do. (West)	0'20	0'70	- 0'50	4'40	2'68	+ 64
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	3'80	5'92	- 2'12	49'88	62'20	- 20
	Madras (South Central)	0'81	1'15	- 0'34	5'00	10'07	- 50
	Coorg	2'64	9'59	- 6'95	44'05	63'28	- 30
	Mysore	0'59	1'64	- 1'05	6'92	11'41	- 39
	Konkan	4'36	7'43	- 3'07	72'92	66'38	+ 10
	Bombay Deccan	1'63	1'46	+ 0'17	18'08	11'92	+ 52
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	1'65	1'05	+ 0'60	12'23	9'41	+ 30
CENTRAL PROVINCES AND BERAR.	Berar	1'11	1'63	- 0'52	20'20	15'93	+ 27
	Central Provinces (West)	1'71	2'84	- 1'13	22'60	18'78	+ 20
	Ditto (Central)	4'57	4'44	+ 0'13	27'58	24'66	+ 12
	Ditto (East)	7'35	4'02	+ 3'33	32'25	23'24	+ 39
BOMBAY (NORTH)	Gujarat	6'37	3'89	+ 2'48	37'44	23'50	+ 59
	Kathiawar	9'68	1'90	+ 7'78	30'90	11'17	+ 178
	Sind	3'54	0'62	+ 2'92	8'47	2'52	+ 236
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	1'77	2'76	- 0'99	20'07	18'55	+ 8
	Rajputana (East), Central	1'24	1'87	- 0'63	13'63	12'52	+ 9
	India (West). Rajputana (West)	0	1'41	- 1'41	9'52	5'88	+ 62
MADRAS	East Coast (North)	0'93	1'21	- 0'28	11'59	10'35	+ 12
	Ditto (ditto) (a)	1'50	2'99	- 1'49	23'82	24'43	- 3
	Hyderabad (South)	0	0'99	- 0'99	4'67	8'67	- 46
	Madras (Central)	0'04	0'69	- 0'65	4'52	5'69	- 21
	East Coast (Central)	0'05	0'73	- 0'68	4'35	0'31	- 31
	Ditto (South)	0'50	0'79	- 0'29	3'10	4'54	- 32
	Madras (South)	0'05	0'29	- 0'24	1'10	1'94	- 43

SIMLA, 2nd August 1894.

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Actg. Asst. Meteorological Reporter to the
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DENZIL IBBETSON,
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B

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 28th July.*—Rainfall fair on the West Coast, Ganjam, and South Arcot; moderate in parts of the Vizagapatam littoral, North Arcot, Salem, and Chingleput; *nil* or light rain elsewhere. The rainfall to date is below normal, except in the Circars. Want of rain is generally felt, and cultivation retarded in many districts. Standing crops generally fair, though withering in parts. Pasture getting scarce, but fodder sufficient. Condition of cattle good. Prices high, but practically stationary.

Bombay.—*For week ending 1st August.*—Rain general, but more is required in Sholapur and parts of Poona. Standing crops damaged by breaches in canals in Hyderabad, by floods in Karachi, by want of rain and heavy floods in parts of Sholapur, by excessive rain in parts of Baroda, and by drought in Bijapur. Sowings destroyed or retarded by want of rain in parts of Bijapur and Dharwar, by excessive rain in Surat and parts of Kathiawar, and by excessive moisture in parts of Sholapur. Autumn prospects poor in Bijapur owing to lateness of season. Sowing progressing in parts of nine districts and transplantation in parts of six districts, but retarded in part of Baroda. Fodder supply insufficient in parts of Nasik and Sholapur, and water in latter. Prices rising in parts of Sholapur.

Bengal.—*For week ending 28th July.*—The rainfall of the week was general, but very unevenly distributed. In South-West Bengal and Orissa abundant rain has caused floods, and there is apprehension of damage to the crops, while in the north of Bengal and Bihar the crops are suffering from deficient rain. The reports from other parts of the province are on the whole favourable. The cultivation of winter rice is being rapidly pushed on. The harvesting of early rice and jute is in progress, and indigo manufacture is going on. The condition of cattle is generally good, there being no outbreak of cattle-disease in any district. Prices continue normal, and in some of the eastern districts they have fallen owing to the appearance of the early rice crop in the market. In Tipperah 157 persons (6 men, 45 women, and 106 children) received gratuitous relief during the week against 252 persons (13 men, 70 women, and 169 children) in the previous week.

North-Western Provinces and Oudh.—*For week ending 1st August.*—Rain has been general, and heavy in Lucknow and Moradabad; more rain, however, is needed in parts of Cawnpore, Farukhabad, and Agra. Agricultural prospects have much improved. Transplanting of paddy and weeding is in progress. Preparation of land for the spring sowings has commenced in places. Markets are well supplied. Prices generally normal.

Punjab.—*For week ending 1st August.*—Rain has fallen in all but three districts. Ploughings for and sowings of autumn crops in progress. Sowings

of next spring crops also commenced. Extra spring and standing autumn crops are generally in good condition. Locusts appeared in parts of Ferozepore, but did no damage. Crops are said to be injured by field rats in parts of the Lahore and Ferozepore districts and by floods in parts of Dera Ismail Khan. Cattle are generally reported to be in good condition, and fodder sufficient throughout the province. Prices continue low in Delhi, Umballa, and Peshawar, falling in Jullundur, and high elsewhere.

Central Provinces.—*For week ending 1st August.*—The rainfall of the week has been very unequal. The heaviest falls have occurred in Saugor, Damoh, Jabalpur, and Narsinghpur, which register from 4 to 6 inches, and in the three Chhattisgarh districts, Sambalpur having received 13 inches. The only large deficit now is in Seoni, where rain has fallen, but the exact amount of the week is not reported. Generally speaking, the heavy rain of the preceding week has been balanced by light rain this week, and *vice versa*. The rainfall is in excess in Saugor nearly 17 inches; Damoh, Nimar, and Sambalpur 6 inches; Wardha and Bilaspur 5 inches; in other districts it is normal. The agricultural outlook is generally good. In Saugor rice is doing well, but a break is much needed for *juar* (*Sorghum vulgare*), about half of which has been sown. In Damoh *juar* sowings exceed the average. In other districts the crops are doing well, and the timely break in Nimar and the Nagpur country has been most beneficial. Sowing and weeding of rice impeded somewhat in Chhattisgarh, but prospects are good. The number of persons on relief works has fallen slightly to 8,315 in Saugor and risen slightly to 2,577 in Damoh. Some private gratuitous relief is given in Saugor city. Imports of grain into Saugor were 19,000 maunds, but only 2,500 maunds were received by Damoh. Prices show little change. Wheat has risen in Saugor itself to 11½ seers, but continues at 12 to 14 seers in the outlying tahsils. In Damoh wheat is steady at 10½ seers. No change of importance in other districts.

Burma.—*For week ending 28th July.*—Rain has fallen generally. Operations for the main paddy crop in progress everywhere, but are slightly impeded in four districts. Crops promise well. Fodder and water sufficient. The price of paddy is generally normal in Lower Burma and below normal in Upper Burma.

Assam.—*For week ending 31st July.*—Weather hot. More rain wanted for paddy crops. Harvesting of early rice progressing. Prospects of tea good. Condition of cattle fair. Fodder insufficient in parts of Sylhet; abundant elsewhere. Water sufficient.

Mysore and Coorg.—*For week ending 1st August.*—**MYSORE:** Good rain in parts of the Kadur district, but slight elsewhere. Rain much needed in parts. Crops and prospects good. Prices have risen in Kolar and Chitaldrug and fallen in the Kadur and Shimoga districts.

COORG: Rainfall good. Transplanting of rice in progress. Prospects of coffee and cardamom good. Fodder and water-supply for cattle sufficient. Prices continue normal.

Berar and Hyderabad.—*For week ending 1st August.*—BERAR: Rainfall moderate. Weather sultry and warm. Standing crops are making satisfactory progress, except in parts of Akola, where floods have caused some damage. Ploughing of fields continues, and sowings completed in two districts. Fodder and water-supply adequate. Prices fluctuating in Wun; elsewhere stationary.

HYDERABAD: Rainfall moderate during the week. Sowing of autumn crops finished, but for want of rain the seedlings are blighted. Sowing of irrigated crops delayed. Fodder becoming scarce. Prices continue normal.

Central India.—*For week ending 1st August.*—Rain fell throughout Central India; it is still insufficient in some parts of Gwalior. Agricultural operations in progress in all Agencies. Crops have been damaged by rain in parts of the Goona Agency. Rain has been most favourable to the crop, and relieved the long-felt anxiety of the cultivators in Gwalior. Pasturage good and sufficient in all districts, except in part of Gwalior. Prices continue normal in Baghelkhand and Neemuch, stationary in Western Malwa, have fallen in Bhopal, and are high in other Agencies.

Rajputana.—*For week ending 1st August.*—Good rainfall, ranging from 1 to 5 inches in Abu, Kherwara, Pertabgarh, Meywar, Jhallawar, and Kerauli; slight rain elsewhere. Agricultural operations in progress. Standing crops and condition of cattle generally good, but injury to the Indian-corn crop from excessive rain is reported in a few places. Pasturage or fodder sufficient. Prices falling in four States, rising in one, fluctuating in one, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 31st July.*—Rainfall moderate. Weather fine. Standing maize and rice crops in good condition. Water ample for irrigation. Prices continue normal.

Jammu Province.—*For week ending 1st August.*—Heavy rain. Weather cloudy. Standing crops damaged by excessive rain. Weeding completed. Fodder sufficient. Prices continue normal.

Nepal.—*For week ending 28th July.*—Weather fine. More rain is required.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
DEPARTMENT OF REVENUE AND AGRICULTURE.

No. $\frac{17}{38}$.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Horse-Breeding and Agricultural Stock),—dated Simla, the 2nd August, 1894.

Read—

Annual Administration Report of the Civil Veterinary Department in India for the official year 1892-93.

RESOLUTION.

The Report submitted by Veterinary Lieutenant-Colonel Hallen for the official year 1892-93 is the first Report on the operations of the new Civil Veterinary Department, and as such represents a period of transition. The new Department provides superior posts for sixteen officers, all of which are now filled; but owing to the fact that the proposed furlough and pension rules which were submitted to the Secretary of State in August 1892 have not yet been authoritatively issued, the conditions of service in the new Department are undefined, and the administration of the Department cannot therefore be so effectively carried on as it will be when the position of the officers is more assured.

2. The Civil Veterinary Department may be regarded as a development of the old "Horse-Breeding Department" which was maintained until about four and a half years ago under military control, and which dealt solely with the utilization of the stallions, about 300 in number, imported at imperial expense from Europe or Arabia. Experience having proved that the success of horse-breeding operations depended much upon the co-operation of civil officers as well as of leading landholders and native gentlemen with whom civil rather than military officers were brought into official contact, the measure was adopted of transferring the Imperial Horse-Breeding Department to the Department of Revenue and Agriculture. The step thus taken had the advantage, firstly, of facilitating the expansion of horse-breeding operations by encouraging the utilization of sires other than those which are imported at imperial expense, which for the purposes of this Resolution will be termed imperial stallions; secondly, of permitting the employment in other directions of veterinary officers hitherto restricted to duties connected with horse-breeding; thirdly, of forming at once the basis of a Civil Veterinary Department which should deal with cattle and cattle disease, the formation of which had from the time of Lord Mayo been urged both by the Government of India and successive Secretaries of State; and, fourthly, of placing the veterinary officers under the organized control of provincial authorities.

3. This brief sketch of the expansion of the Imperial Horse-Breeding Department into a department with wider functions will make it clear that the chief duty of the officers of the Department is not only to maintain imperial horse-breeding operations at the level which they had reached when the old Department was incorporated in the new, but to raise and improve them. A guarantee was in fact given to the Military Department that this responsibility should be distinctly upheld, and that in all matters connected with the purchase, management, and distribution of imperial stallions the authority of the Military Department should be unimpaired. The Inspector General is required to distinctly recognise the importance of horse-breeding in connection with military requirements by a division of his Administration Report into two parts, the first of which deals solely with operations connected with imperial stallions and with cognate duties devolving upon veterinary officers of the old Department before

its incorporation. The Provincial officers have not in their reports observed the rule with sufficient uniformity, but will in future years be required to give it full effect.

The second part of the Inspector General's report deals with the expansion of horse-breeding operations, so far as they are independent of imperial stallions, with veterinary education, with cattle and cattle disease, and with the administrative and financial details of the Department as a whole. The arrangement of subjects in Part II requires improvement, but the question is one which can more conveniently be discussed in separate instructions to the Inspector General than in a review of the report under consideration. It is sufficient for the present to observe that adequate prominence has not been given to the subject of cattle disease.

4. With reference first to Part I of the Inspector General's report, which, as already indicated, is brought under the special review of the Military Department, the Government of India have reason to conclude from the summary presented by Veterinary Lieutenant-Colonel Hallen that the operations of the Department in connection with imperial stallions so far as they depended on the exertions of the provincial officers have been, to say the least, zealously maintained at the high standard of former years. The increase in the number of branded mares and in the demand for high class stallions is encouraging. The only subject for regret is the short supply of both horse and donkey stallions from England. Attention will be called in the proper quarters to this circumstance, as it is recognised that a failure to maintain the stallion power at the full level established must interfere greatly with the progress which the officers of the Department have done their best to secure.

Turning now to Part II of the report, the first subject to be noticed is the extension of horse-breeding by the agency of "district stallions," *i.e.*, stallions other than those which are imperial. The subject was one to which strong attention was drawn in this Department Circular No. 14, dated the 25th May 1892. It was then explained that the main object in view was by the employment of sires cheaper and smaller than the high class stallions imported by the Imperial Government to raise gradually the standard of the country-bred animal until a very much larger number of mares fit to be served by high class sires should be forthcoming. The progress made in this direction since the Department was formed is not very clearly shown, and should be more precisely indicated in future reports. It is mentioned, however, that 64 applications have been received for district stallions in the North-Western Provinces, and that 27 stallions have been established in the Punjab. The Government of India trust that within a short time the number of district stallions maintained at the cost of Provincial and Local funds, or of private landholders and gentlemen, will at least be equal to the number maintained by the Imperial Government, and, while thanking the Local Governments for the strong encouragement shown by them in response to the invitation of the Imperial Government to the promotion of district horse-breeding, take the present opportunity of urging the renewal of their efforts to extend the movement. Signs have not been wanting that the wealthier and more intelligent members of the agricultural community are beginning to take a personal interest in the subject, and that in many cases they will not be slow to respond for their own advantage to official encouragement.

5. The action taken by Veterinary Lieutenant-Colonel Hallen in the development of a breeding farm at Babugarh, where all operations connected with raising fodder are carried on by horse and pony power instead of by cattle power, has supplied an useful object lesson, whereby civil officers may attract the attention of native gentlemen to the subject. The system is one which in the hands of landed proprietors must prove an economical method of carrying on a large breeding farm, and has, indeed, for purposes of raising forage, been adopted as the cheapest plan in the stud farms of the Remount Department. The accounts of the Babugarh farm should be so kept as to supply more precise estimates of the relative cost of raising forage by cattle on the one hand, and by the horse power available in the stables of a breeding establishment on the other.

6. The next subjects to be dealt with are those of cattle-breeding and cattle disease. These, as already intimated, have not been sufficiently noticed in the report under review. The information at present available is, however, far too scanty to justify for the present any positive action of a general character in connection with either the one or the other. It cannot, for instance, as yet be asserted to what extent the cattle in any part of India can be improved by the distribution of sires on the lines adopted in connection with horse-breeding. At the same time it seems reasonable to presume that the transportation of bulls of the best breeds from one part of the country to another must have useful effect. Some evidence of the truth of this proposition has been obtained from the results secured at the Hissar breeding farm and in those Punjab districts to which bulls have been supplied from the Hissar farm. But it has yet to be proved whether the examples thus afforded are based upon a sufficiently complete knowledge of cattle-breeding in India, and it has therefore been determined as a first step to obtain full information of the character and qualities of the various breeds in different parts of the country. Properly organized enquiries have accordingly been set on foot under the orders of the Government of India by the Inspector General's Department as to the relative qualities and value of the more important breeds which are to be found in each province.

7. A similar policy has been carried out in connection with cattle disease. It has now been acknowledged by the Government of every Province in India that the European methods of preventing or coping with cattle disease, which must, to be effectual, involve the slaughter of cattle, are inapplicable to this country. The main hope of repressing diseases of destructive character seems to be in the discovery of appropriate vaccines, though much good can be also done by segregation of diseased animals. Great doubts have, however, been expressed by experts whether the types of many of the diseases which prevail in India are identical with those which have been determined in Europe. The Government of India have therefore, on the one hand, directed a close and careful enquiry into the character of diseases which occur in each Province, and on the other have taken measures for the bacteriological investigation of the more important of them under the direction of a qualified European expert. The locality first chosen for bacteriological investigations, Poona, was unfortunately found to be unsuited in climate for the purpose, and, pending the transfer of the laboratory to a more favourable position, the officer, Dr. Lingard, whose services had been procured as a bacteriologist, devoted his time to the investigation of a destructive disease known as *surra*, peculiar to the moister tropical regions. His researches have thrown considerable light on the causes and symptoms of the disease, and have indicated the direction in which its cure may be effected.

8. While the measures described in the preceding paragraph have been taken, the Government of India have encouraged as far as possible the promotion of education in veterinary knowledge. Before the formation of the Department, two veterinary educational institutions existed,—one at Bombay, which had been supported largely by local contributions, the other at Lahore, where a school had been demanded by the requirements of the Military Department for trained veterinary assistants. The policy now established is that the Bombay institution, where the course is in English, should be recognized as a college at which the highest class veterinary diploma can be obtained; that the Lahore institution should be maintained at a somewhat higher level than other provincial schools, Bombay excepted, in order to meet military requirements; that elsewhere education of a subordinate character should be made available. When, as time goes on, more precise information has been obtained regarding cattle diseases, and when the possibility of providing effective vaccines has been established, each province will, it may be hoped, be equipped with a staff of veterinary assistants and inspectors through whose agency some effectual measures may be carried out for the prevention or cure of the diseases which now cause such wholesale destruction of agricultural wealth. In future reports by the Inspector General the progress which has been made in the directions indicated in this and the two foregoing paragraphs should be clearly and fully described.

9. In conclusion, the Government of India convey their thanks to the officers of the Department who, under the somewhat trying circumstances alluded to in

the first paragraph, have carried on with zeal and loyalty the work of the new Department under the Inspector General, and especially to Veterinary Major G. J. R. Rayment, Veterinary Captains J. Mills, J. A. Nunn, J. W. A. Morgan, W. D. Gunn, Veterinary Lieutenants H. T. Pease and G. H. Evans.

It is with much regret that the Government of India have to record the retirement in May 1894 of Veterinary Lieutenant-Colonel J. H. B. Hallen, C.I.E., who, after serving the Government of this country in various capacities for a period of 44 years, consented in 1889, at the age of 60 years, to undertake the organization of the Civil Veterinary Department. It is due to his untiring patience and tact and to his constant zeal that the Department is now fully equipped with veterinary officers, and has been placed in a position to fulfil the important duties which lie before it. The Governor General in Council wishes to record his sense of the valuable assistance which in this as in other directions Veterinary Lieutenant-Colonel Hallen has rendered to the material interests of the country in which he has so long laboured.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Local		Governments and Administrations noted in the margin for information and guidance and favour of communication to the Department of Agriculture and Civil Veterinary officers of the Province.
Government of Madras.	Government of the Punjab.	
" Bombay.	Chief Commissioner, Central Provinces.	
" Bengal.	Chief Commissioner, Burma.	
" the North-Western Provinces and Oudh.	" " Ajmere-Merwara.	
	Resident at Hyderabad.	

Ordered also, that a copy be forwarded to the Foreign Department for information and favour of communication to the Agents to the Governor General in Rajputana and Baluchistan.

Ordered also, that a copy be forwarded to the Military Department and the Inspector General, Civil Veterinary Department, for information.

Ordered also, that a copy be published in the Supplement to the *Gazette of India*.

[True Extract.]

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Statistics.

REPORT ON AN ACCIDENT WHICH OCCURRED ON THE 27TH MAY 1894 AT MILE 214, BETWEEN MANKAPUR AND MASKUNWA STATIONS, ON THE BENGAL AND NORTH-WESTERN RAILWAY.

Dated 9th July, 1894.

From—H. H. GAHAN, Esq., Government Inspector, Lucknow,

To—The Secretary to the Government of India, Public Works Department.

In compliance with the order contained in Circular No. III Railway, dated 7th January 1881, I have the honour to submit proceedings of a joint enquiry (at which I was not present) on an accident that occurred on the Bengal and North-Western railway at mile 214, between Mankapur and Maskunwa, on 27th May 1894.

2. This accident was a derailment of No. 62 Down goods train, which consisted only of an engine and brake-van (as a load was to be picked up at road-side stations); the derailment was caused through a fire which took place in some stacks of firewood laid close to the line by the Forest Department. Twelve rails were distorted by the heat and rendered useless, and 130 sleepers were burnt. The timber was as dry as tinder and was highly inflammable; and it is not clear how it became ignited, but it is presumed it may have caught fire from a spark from the engine of No. 8 Down mixed train, or from ashes from a *chilam*, or from a cigar stump thrown from a passing train.

3. *Result of the accident.*—The engine of the goods train was badly damaged, and the wood-work of the brake-van was entirely burnt.

4. *Conclusion.*—I more or less agree with the finding of the committee of enquiry, and consider that Driver Gabriel is to blame for not exercising care in examining the road and seeing if the line was fit to run over. The Forest Department appear also to blame for not removing the firewood when notified to do so; but as it takes some time to deliver 40 or 50 thousand maunds of firewood (in this case about six months), I also think the railway authorities to blame for allowing the timber to be delivered so close to the line, or for not noticing that this was being done until 40 or 50 thousand maunds of firewood had accumulated. The evidence of Poorna Chandra Singh goes to show that the delivery commenced as early as November and January last, and the dangerous position of this fuel was not noticed or commented on until April.

I am of opinion that when timber fuel is required, a depôt should be established at some convenient distance from the main line, where delivery should be made and danger to traffic obviated.

Joint enquiry held into accident to No. 62 Down goods train at mile 214, between Mankapur and Maskunwa, on 27th May 1894. The enquiry was held at the scene of the accident on 29th May 1894.

PRESENT :

J. WALKER, Esq.,

Traffic Superintendent.

G. L. EDWARDS, Esq.,

Resident Engineer.

MR. T. H. MILLER,

Locomotive Foreman, Gorakhpur, on behalf of the Locomotive Superintendent.

Babus K. N. Mookerjee and Harsaroop, Sub-Assistant Conservators of Forests, were present at the enquiry. The Government Railway and District Police were advised of the enquiry, but were not represented.

Description of the accident and summary of the case.

On 27th May 1894 the No. 62 Down goods train, Engine No. 69, F class, Driver Gabriel and Guard Lockwood, left Mankapur at right time, 15 o'clock, for Gorakhpur. The train consisted of only engine and brake, as a load was to be picked up at road-side stations. At mile 214 the engine and brake left the rails owing to the line being out of order caused by a fire which had broken out in the firewood placed on the north side of the railway. The engine ran down the bank on the south side of the line, and the brake-van was capsized into the fire on the north side. The van at once took fire and was totally destroyed, nothing being left but the under-frame and the wheels; the wood fuel on the engine tender also caught fire, could not be extinguished, and before it burnt out the engine was considerably damaged. The engine staff and the guard escaped unhurt, with the exception of a few slight bruises. The line was torn up and put out of order for about twenty yards and traffic was interrupted for twelve hours, the only passenger train detained, however, being No. 6 Down mixed, which left Mankapur 8 hours late. The accident occurred at mile 214, telegraph post 10, about 5 miles from Mankapur and 4 miles from Maskunwa, in the middle of the sal forest. The line at the place is straight and level running on a 2 to 3 feet embankment.

The Government Forest Department, who have been thinning the adjacent forests, have during the last six months been depositing firewood alongside the railway for conveyance by rail, and there are at present 40,000 to 50,000 maunds placed close alongside the line on both sides for a distance of about 600 yards. A small portion of this fuel is for the Locomotive Department of this railway, but the greater part of it is small fuel unfit for locomotive purposes, and is intended for sale to the public. It has not been stacked, but has been thrown down indiscriminately amongst the grass and scrub and in places heaped up, as shown in the accompanying sketch. This fuel, for which a low rate of freight is charged, is trained at times when ordinary traffic is not busy and wagons can be spared, and it should have been stacked or placed away from the line in such a position that, if it did catch fire, it would not endanger the railway line or passing trains. The dangerous position of the fuel was noticed by the Traffic Superintendent in the end of April, and the Station Master of Mankapur under his orders called on the Forester in charge to have it removed from the side of the line. Nothing, however, was done, and the Assistant Conservator of Forests was written to by the Traffic Superintendent on 15th May 1894 (copy of letter* appended), but without result. Some of the wood which had been cut for several months was as dry as tinder, and being mixed with the dry grass could be set alight in the easiest manner possible either by a spark from a passing engine, a lighted match, the stump of a cigar, or ashes from a *chilam* thrown from a passing train.

On 27th May the fire seems to have broken out in two places, mile $2\frac{1}{10}$ and $2\frac{1}{10}$, after passing of No. 8 Down mixed train. There was a strong west wind blowing, and before the fire was extinguished about 5,000 maunds of fuel had been consumed. The fire was fiercest at mile $2\frac{1}{10}$ when the flames blew over the line, and the rails appear to have been distorted by the heat, and subsequently the sleepers caught fire. The Driver appears to have seen the fire, stopped his engine, and then gone on.

A sketch* of the scene of the accident and statements* of damages to the permanent-way and rolling-stock are appended.

Evidence.

A. J. Gabriel, Engine Driver, drawing Rs. 170 pay, of nine years' service, and of good character, states: I was Driver of No. 62 Down goods train on 27th May 1894, leaving Mankapur at 15 o'clock, Engine F 69. I left Mankapur right time. At mile $2\frac{1}{10}$ and $2\frac{1}{10}$ the firewood stacked on the north side of the line was on fire. I stopped at $2\frac{1}{10}$, and the Guard and I walked forward to $2\frac{1}{10}$, where the flames were blowing over the rails. The line appeared to be all right, so I determined to go ahead, and went back to the engine telling the Guard we would go a little fast where the fire was fiercest at $2\frac{1}{10}$ and get through it. We started, and as soon as we came opposite the fire at $2\frac{1}{10}$ the engine got derailed and went down the bank on the south side amongst the firewood stacked there. The fuel on the tender was thrown over me, but I got out unhurt, except a bruise on the leg. I had my engine boiler at once filled up and afterwards dropped the fire. On getting clear of the engine I saw the brake-van lying on its side in the fire on the north side of the line. The Guard had got out then. The brake-van caught fire at once, and the flames from it set fire to my tender fuel. When I walked forward from $2\frac{1}{10}$ to $2\frac{1}{10}$ none of the sleepers were on fire. Opposite the derailed engine where the line was displaced, I noticed that the sleepers were attached to the rails. At $2\frac{1}{10}$, where the fire was fiercest, there were about eight Forest Department men trying to put out the fire with gharrahs. There were no line gang men near the scene of the accident, but I sent my fireman two miles in the Maskunwa direction, and got them there. At 15-35 I sent my khalassi with a message to Mankapur giving notice of the accident. I enquired of the Forest Department men on the spot as to the cause of the fire, and they said it was caused by the last down train.

H. Lockwood, Guard, drawing Rs. 25, of eight months' service, and good character, states: I was Guard of No. 62 Down goods on 27th instant. The train left Mankapur with only brake-van (No. 540) at 15 o'clock right time. At $2\frac{1}{10}$ the Driver stopped, and it was found that the firewood on the north side of the line was on fire. The Driver and I got down, and we walked forward to $2\frac{1}{10}$. I then went back to my brake, and the Driver walked forward to the fire at mile $2\frac{1}{10}$. The Driver came back and reported that the line was all right ahead. He got on his engine and started. We would be running at about 10 miles an hour when the engine got derailed. At $2\frac{1}{10}$ the engine and the brake were derailed. The brake fell into the fire on the north side of the line and immediately caught fire. I got out of the window unhurt, except a bruise on my ankle and a pain in my left side. I saw the fire as soon as we passed the Manowa bridge; after starting from mile $2\frac{1}{10}$ I was seated in my brake looking out on the side where the fire was. There were a few men working at the fire at $2\frac{1}{10}$ and a large number at $2\frac{1}{10}$, but did not see any one on the line. I asked Poorna Chandra Singh, Forester, to give me men to help to put out the fire on the engine tender and save the engine; but he refused to do so, and all the Driver and I could do to save the engine was done with the engine buckets. The Forester gave me no gharrahs. There was a well close to where the engine was derailed. The accident occurred at 15-30, and at 15-35 intimation was sent to Mankapur by one of the engine staff. I asked the Forester when the fire broke out and the cause of it, and he said it had been burning for over an hour; but he did not tell me the cause, as he did not know.

Before starting from mile $21\frac{1}{2}$ the Driver did not consult with me as to the speed we would go past the fire, but he said we will go a little faster than we have come from Mankapur. This was to get through the flames. The booked speed of the train was 15 miles an hour. The speed of ten miles an hour which I stated the engine was going at when it was derailed was a *guess* on my part.

Questioned as to why he did not accompany the Driver to mile $21\frac{1}{2}$. I did not consider it necessary, as the Driver said he would go and see if the line was all right.

Mohan Lal, Forest Guard, stated: That he was on guard watching that no fire occurred, and had been on this duty since March last. On 27th instant he was seated under the *bargad* tree (about $\frac{1}{2}$ mile from scene of accident) when the afternoon train from Mankapur to Gorakhpur (No. 8 Down) passed. He noticed sparks coming from the engine, and he held up his hands to caution the driver. He was near the *bargad* at the time. The *bargad* is in the barrow pits. After the train passed he came on the line, and saw fire had broken out in three places—one near $21\frac{1}{2}$, and two places beyond. There were three men altogether at the *bargad* at the time: Siriram and Dansingh and himself. He tried to put out the fire; but could not do so, and he sent notice to the Darogah by Mungar Bar. The grass first caught fire, and then the fire got amongst the wood. He went and called the wood-cutters, and some of them were on the spot in about a quarter of an hour. There were about 40 men collected. The Forester came about 2-30. Afterwards an engine came from Mankapur and stopped west of the first fire, and he thought it was going to return to Mankapur; but then he saw it coming again, when a Forest chaprasi, Ramnath, got up between the rails and held up the red part of his *puggree* to try and stop the engine. He did this because the rails at the fire were twisted and there was a danger of the engine getting derailed. He, Mohan Lal, saw the rails distorted. The engine came and whistled, but did not stop, and Ramnath got off at the side. The engine got derailed on the south side, and the brake-van fell in the strongest part of the fire on the north side. He was about $1\frac{1}{2}$ chains to the east of where the accident occurred. He came and saw the engine. The Driver and Guard had gone off some distance in the forest. He collected men and tried to put out the fire on the engine with gharrahs of water. He saw Harihar Singh, Mahabir Singh of Benipur, and Mohamed Hussain of Balipur passing after the passenger train had passed. These men passed from the east. They spoke to him and asked him how the fire occurred. He noticed that the line was out of order from the time the engine stopped at the first fire.

Ramnath, Forest peon, stated: That he was on the north side of the line assisting to put out the fire and separating the fuel when he saw the engine approach from the Mankapur side. It stopped beyond the first fire, and he thought it was going to return; but after a short time the engine whistled and came on. After the engine stopped he had noticed that the rails were distorted, so when the engine came on he went up on the line and tried to stop it by holding up the red part of his *puggree*. When the engine came near, he waved his hands and called out to the Driver from the north side of the line. The Driver whistled and went on, and the engine and brake-van got derailed.

Peer Khan, Fireman, stated: He was fireman with Mr. Gabriel on 27th, it being his first trip with this Driver. The engine was stopped at the east side of the bridge, and the Driver ordered the khalassi and him to throw water on the fuel and strap down the *purdahs*. There was a fire ahead amongst the firewood. The Driver and Guard went ahead to see it. He cannot say how far the Driver and Guard went together. They returned, and the Driver ordered him to open the brake, and the engine went ahead. As the train approached the fire, he did not see anything, as he and the Driver and khalassi were on the south side, and the *purdah* and door of the cab were closed. He did not

see any signal exhibited, nor could he have seen it on the north side of the line as the *purdah* was closed. The engine got derailed, and he was knocked about. He went a mile or a mile and a half in the Maskunwa direction and found the mate of the gang, who called his men. He told them to bring gharrahs and ropes, which they brought. When the engine stopped at the bridge, the Driver and Guard were eight or ten minutes away until they returned from the fire.

Rahim Khallassi corroborates Peer Khan, and states that he was despatched to Mankapur with notice of the accident. He was not sure as to the time, but it was after he had been employed trying to put out the fire on the tender, and he thinks it would be about 17 o'clock. He ran and walked to Mankapur, and went straight to the station-master baboo, who sent him to the foreman. He arrived at Mankapur at 18 hours.

Guard Lockwood recalled: The engine stopped at $2\frac{1}{8}$, and the Driver and I walked up to $2\frac{1}{5}$, together. I did not go beyond that. The Driver walked on ahead alone. I returned to my brake. I did not know how far the driver went. I am certain I saw him a telegraph post distance beyond the first fire. I was away about three or four minutes from my brake, and the Driver was about seven or eight minutes more away.

Driver Gabriel recalled: I am certain that Guard Lockwood came up to the big fire at mile $2\frac{1}{8}$ with me, and we walked back together. When I started the engine and came on, I saw the rails ahead all right. I did not see any one on the line giving me a signal to stop. I am certain there was no one giving me a signal. Had I seen such a signal, I would have stopped. I was looking out from the south side of the engine, which was opened. I was coming with very little steam on, and when I found I was off the rails, I shut off steam. It was about ten minutes from the time I left the engine until I returned.

The Guard and Driver on being confronted with each other adhered to their statements given above, and the discrepancies could not be reconciled.

S. Kirby, Driver, of eight years' service, drawing Rs. 140 per month, of good character, states: I was Driver of No. 8 Down mixed train on 27th instant, and left Mankapur 34 minutes late. When running through the forest between Mankapur and Maskunwa I saw no fire, and there was nothing wrong with the road. On the 27th instant there was no Forest Department peon to be seen so far as I can remember, and I am certain that I saw no one giving a signal of any description. I never have on any occasion seen any one giving me a signal. I have, however, seen men in uniform walking about. I am thoroughly aware of the necessity of being careful when running through the forest at the place where the wood is stacked. On the 27th I never opened my fire box door from the time I left Mankapur until I shut off steam on nearing Maskunwa station. I had no occasion to do so because I had a light load and another engine attached, also in steam. I was burning wood, but the second engine was burning coal. On leaving Mankapur the wind was dead behind me, and on coming through the forest, after passing the curve at the Manowa bridge, the wind was on the north-west side of the train. My engine was fitted with a spark arrester. Any sparks which might escape would be small, and would fall on the opposite side of the line to that on which the fire occurred.

Poorna Chandra Singh, Forester, states: I received notice at my house of a fire on the wood stacked alongside the line, and came at once to the spot. Finding that more men were necessary, there being only about 25 or 30 men

present, I went to the Mañowa bank to get the wood-cutters, and on my way back I saw the engine fall. I was about 80 yards away. I ordered men to go and put out the fire on the engine so as to save the fuel on the south side of the line.

There are approximately 40,000 maunds of firewood stacked; that on the north side of the line was collected between November and January; that on the south side was commenced in the middle of February, and collection is still going on. I saw the engine approaching when it whistled three or four chains from the place where it was derailed, and I saw Ram Nath peon holding up his hands to stop the engine.

I cannot remember whether I have got any instructions or not as to the manner in which the firewood should be placed alongside the railway lines. I did not consider it dangerous to have the firewood placed where it is. Early in May the Station Master, Mankapur, asked me to have the fuel removed from the side of the line as it was dangerous. The fuel is for the Locomotive Department and for sale to the public.

Of the 40,000 maunds placed alongside the line, 20,000 maunds or thereabouts is for the Locomotive Department, and the remainder awaits stacking and measuring by the contractor who has purchased it. Early in May, before I was warned of the danger of the fuel being so near the line, I asked the Station Master to supply special trains to remove a certain amount of the fuel, but he said he would give trains as soon as he got wagons. Trains were supplied on 16th and stopped on 18th, and since then no more trains have been supplied.

Finding.

We find that engine No. 69 and brake-van 540 (which composed No. 62 Down goods on 27th May 1894) were derailed at mile $2\frac{1}{2}$ between Mankapur and Maskunwa owing to the rails being bent by the heat from a fire that had broken out in the firewood belonging to the Government Forest Department placed alongside the railway, and that the derailment resulted in the engine being badly damaged and the brake-van being totally destroyed.

We are of opinion that had Driver Gabriel exercised ordinary care the derailment would not have occurred, and we consider him culpably negligent. The conflicting evidence given by the Driver and Guard as to what happened from the time the train stopped at mile $2\frac{1}{2}$ until it started again and the evidence of the fireman and khalassi lead us to believe that Driver Gabriel did not go beyond the first fire to examine the line; that, instead of going to the second fire and examining the road there, he took it for granted that the line was in the same condition as at the first fire, and closing the cab door of his engine and drawing down the *purdahs* he put on the steam and ran blindly ahead. We are of opinion that had Driver Gabriel gone to the second fire at $2\frac{1}{2}$ and examined the road, he would have seen that it was unfit to run over, and the accident would have been averted.

We are unable to state how the firewood was ignited. It is quite probable that it was set on fire by sparks from the engine of No. 8 Down mixed train, but the evidence of Driver Kirby, a careful, reliable man, deserves notice, and it is reasonable to suppose that the cause may have been a lighted match or the burning contents of a *chilam* thrown from the train. We are of opinion that the Forest Department officials are to blame for having the firewood so close to the rails. It may be advanced that this was done because no railway officials prevented it and the danger was not realized, but the fact remains that the Forester in charge of the work, Poorna Chandra Singh, was warned of the danger by the Station Master of Mankapur in the end of April or beginning of May, and requested to have the firewood removed from the side of the line; and again the Assistant Conservator of the division was written to by the Traffic Superintendent on 15th May repeating the warning and the request. On receipt of these warnings measures ought

to have at once been taken to have the firewood thrown back from the side of the line so that the latter would not be endangered in the event of fire breaking out.

JAMES WALKER, G. L. EDWARDS, J. H. MILLER,
Traffic Superintendent. Resident Engineer. Locomotive Foreman.

Finding approved.

J. M. MONTAGUE,
Acting Agent and Chief Engineer.

(True copy.)

F. B. HEBBERT,
*Offg. Depy. Secy. to the Govt. of India,
Public Works Department.*

Simla, 2nd August 1894.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 22ND JULY
AND FROM 1ST TO 21ST JULY 1894.**

N.B.—As regards the figures in column Total Earnings from 1st July 1894, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1893.	WEEK ENDING 22ND JULY 1893.				WEEK ENDING 21ST JULY 1894.				Earnings from 1st to 22nd July 1893.	Earnings from 1st to 21st July 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<i>Standard gauge—</i>													
East Indian	552	1,634	7,48,129	458	1,683	8,48,130	504	25,37,071	26,23,628	86,557	...	...	...
Bengal-Nagpur	107	863	72,199	84	862	66,704	77	2,56,664	1,97,820	...	...	...	...
Indian Midland	112	752	61,157	81	752	81,366	108	2,05,470	2,47,336	41,866	...	...	...
Bozwada Extension	100	21	2,009	96	21	2,076	99	5,824	5,737	...	...	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (a)	216	1,699	2,69,937	159	1,719	3,19,610	186	9,22,493	11,34,980	2,12,487	...	...	...
Palampur-Deesa	49	...	...	...	17	510	30	...	1,930	1,930	...	...	...
South Indian	142	1,043	1,48,510	142	1,042	1,55,930	150	3,09,932	4,93,844	...	...	...	...
Mayavaram-Matupet . . . . .	...	...	...	...	54	3,800	70	...	13,529	13,529	...	...	...
Southern Mahratta (b)	90	1,156	1,17,194	101	1,164	1,00,677	86	3,58,693	3,61,657	2,964	...	...	...
Bengal and North-Western (c)	108	756	75,607	100	756	97,540	129	2,59,040	3,13,990	54,350	...	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	59	199	10,165	51	200	11,351	57	33,196	34,862	1,666	...	...	...
TOTAL	221	8,123	15,04,907	185	8,270	16,87,784	204	50,88,989	54,20,283	3,40,294	...	...	...
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (d)	222	2,509	4,83,610	193	2,507	6,46,711	258	16,21,813	19,30,788	3,08,975	...	...	...
Oudh and Rohilkhand (state)	206	692	1,29,624	187	797	1,76,855	222	3,99,967	5,51,672	1,51,705	...	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	345	777	1,61,076	207	813	2,00,520	247	4,68,924	5,68,640	90,716	...	...	...
Bengal Central (e)	121	125	12,835	103	125	14,090	113	39,240	41,400	2,160	...	...	...
East Coast (state)	71	266	(f) 4,565	17	321	20,111	63	(f) 12,140	61,943	49,803	...	...	...
<i>Metre gauge—</i>													
Burma (state)	133	730	93,817	129	730	1,11,823	153	3,18,412	3,73,514	55,102	...	...	...
<i>Special gauges—</i>													
Jorhat (state provincial)	57	25	1,769	71	25	1,560	62	5,630	5,288	...	...	...	...
Cherra-Companyganj (state provincial)	52	8	434	54	8	440	55	1,024	1,287	263	...	...	...
TOTAL	216	5,132	8,87,730	173	5,326	11,72,110	220	28,67,150	35,34,532	6,67,382	...	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (g)	392	1,490	4,99,799	335	1,490	4,03,511	271	15,01,450	13,49,313	...	...	...	...
Bombay, Baroda and Central India	405	461	1,59,143	345	461	1,59,000	345	5,38,082	6,14,000	75,918	...	...	...
Madras	239	840	1,94,767	232	840	1,76,865	211	6,36,718	5,66,599	...	...	...	...
TOTAL	363	2,791	8,53,709	306	2,791	7,39,376	265	26,76,250	25,29,912	...	...	...	...
TOTAL (GUARANTEED AND STATE)	244	16,046	32,46,346	202	16,387	35,99,270	220	1,06,32,389	1,14,93,727	8,61,338	...	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	145	161	19,266	120	161	22,126	137	62,358	71,922	9,564	...	...	...
Tarkessur	213	22	4,553	207	22	5,315	242	13,204	16,191	2,987	...	...	...
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	123	67	7,051	105	67	7,597	113	24,565	24,792	227	...	...	...
Dibru-Sadiya	127	78	8,707	112	78	10,945	140	21,843	33,415	11,572	...	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	241	51	11,051	234	51	12,279	241	38,442	32,363	...	...	...	...
TOTAL	154	379	51,528	136	379	58,262	154	1,60,212	1,78,683	18,471	...	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	145	333	54,196	163	333	56,697	170	1,49,100	1,69,628	20,528	...	...	...
The Gaekwar's Petlad	82	13	804	62	13	570	44	2,691	2,300	...	...	...	...
Rajpura-Bhatinda	119	108	13,500	125	108	16,402	152	42,428	49,043	6,615	...	...	...
Kolar-Goldfields . . . . .	...	...	...	...	10	2,930	293	...	8,183	8,183	...	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (h)	96	331	31,545	95	362	29,133	80	1,03,161	91,954	...	...	...	...
The Gaekwar's Mehsana	59	93	3,751	40	93	4,450	48	12,387	13,430	1,043	...	...	...
Kolhapur	73	29	2,010	69	29	1,594	55	6,654	5,030	...	...	...	...
<i>Special gauge—</i>													
The Gaekwar's Dabhoi	53	72	3,990	55	72	1,570	22	11,729	6,060	...	...	...	...
TOTAL	108	979	1,09,796	112	1,020	1,13,346	111	3,28,150	3,45,628	17,478	...	...	...
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	90	334	25,142	75	334	18,652	56	77,240	54,389	...	...	...	...
Jetalsar-Rajkot	61	46	2,085	45	46	2,070	45	7,100	6,505	...	...	...	...
Jodhpur-Bikaner	46	364	12,711	35	364	14,590	40	41,259	46,900	5,641	...	...	...
<i>Special gauge—</i>													
Morvi	62	94	4,975	53	94	4,509	48	15,674	13,084	...	...	...	...
TOTAL	66	838	44,913	54	838	39,740	47	4,41,273	1,20,968	...	...	...	...
GRAND TOTAL	226	18,242	34,52,583	189	18,624	38,10,618	205	1,12,62,024	1,21,39,006	8,76,982	...	...	...

(a) Includes the Godhra-Rutlam railway.

(b) Includes the Guntakal-Mysore frontier section.

(c) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(d) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(e) Although for convenience classed amongst state railway this line is the property of the Bengal Central Railway Company.

(f) Includes the earnings of the Bozwada-Godavari section.

(g) Includes the Wardha Coal, Dhond-Mannad, Khamsaon, Amraoti railways.

(h) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

L. G. PRICKETT,
Offg. Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XVI OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Earnings from 1st April 1894, audited figures have been used as far as possible.

N.B.—As regards the figures in column Total Earnings from 1st April to 21st July 1894.													
RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 22ND JULY 1893.				WEEK ENDING 21ST JULY 1894.				Earnings from 1st April to 22nd July 1893.	Earnings from 1st April to 21st July 1894.	Increase.	Decrease.
		Mean mile-age worked.	Earnings.		Mean mile-age worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
State lines worked by companies.													
Standard gauge—	602	1,634	7,48,129	458	1,683	8,48,130	504	1,57,07,308	1,63,51,850	6,44,542	...	...	...
East Indian	149	803	72,199	84	862	66,794	77	22,01,155	20,52,952	...	...	...	1,48,203
Bengal-Nagpur	132	752	61,157	81	752	81,366	108	16,11,318	18,45,386	2,34,062	...	...	...
Indian Midland	95	21	2,009	96	21	2,076	99	30,453	37,718	7,265	...	...	...
Bezwada Extension	...	...	...	...	...	...	...	...	...	...	...	...	...
Metro gauge—	261	1,699	2,69,937	159	1,719	3,19,610	186	75,51,353	85,41,947	9,90,594	...	...	...
Rajputana-Malwa (a)	41	...	...	...	17	510	30	...	12,581	...	...	...	...
Palanpur-Deesa	144	1,043	1,48,510	142	1,042	1,55,930	150	27,46,452	25,85,837	...	...	...	1,00,615
South Indian	...	...	...	...	54	3,800	70	...	(b) 61,449	61,449	...	...	...
Máyavaram-Mutpet	100	1,156	1,17,194	101	1,164	1,00,677	86	21,18,781	22,87,354	1,68,573	...	...	...
Southern Mahratta (c)	132	756	75,607	100	756	97,540	129	18,83,046	20,52,803	1,69,707	...	...	...
Bengal and North-Western (d)	...	...	...	...	...	...	...	...	...	...	...	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	199	10,165	51	200	11,351	57	2,45,160	2,85,968	40,808	...	...	...
TOTAL	250	8,123	15,04,907	185	8,270	16,87,784	204	3,40,95,076	3,61,15,839	20,20,763	...	...	...
State lines worked by the State.													
Standard gauge—	232	2,509	4,83,610	193	2,507	6,46,711	258	91,25,988	1,02,20,831	10,94,843	...	...	...
North Western (state) (e)	242	692	1,29,624	187	797	1,76,855	222	29,37,681	35,22,946	5,85,265	...	...	...
Oudh and Rohilkhand (state)	...	...	...	...	...	...	...	...	...	...	...	...	...
Eastern Bengal (state) (including metro and 2' 6" gauges)	309	777	1,61,076	207	813	2,00,520	247	29,10,538	32,79,346	3,68,808	...	...	...
Bengal Central (f)	120	125	12,835	103	125	14,090	113	2,27,113	2,43,437	16,324	...	...	...
East Coast (state)	66	266	(g) 4,505	17	321	20,111	63	(h) 79,513	4,46,140	3,66,633	...	...	...
Metro gauge—	171	730	93,817	129	730	1,11,823	153	20,25,375	19,51,941	...	...	...	73,434
Burma (state)	...	...	...	...	...	...	...	...	...	...	...	...	...
Special gauges—	49	25	1,769	71	25	1,560	62	23,967	21,917	...	...	...	2,050
Jorhat (state provincial)	...	...	...	...	...	...	...	...	...	...	...	...	...
Cherra-Companyganj (state provincial)	54	8	434	54	8	440	55	6,644	7,824	1,180	...	...	...
TOTAL	225	5,132	8,87,730	173	5,326	11,72,110	220	1,73,30,819	1,96,94,388	23,57,569	...	...	...
Lines worked by guaranteed companies.													
Standard gauge—	510	1,490	4,99,799	335	1,490	4,03,511	271	1,35,56,805	1,21,11,938	...	...	...	14,44,957
Great Indian Peninsula (h)	638	461	1,59,143	345	461	1,59,000	345	50,41,602	58,82,153	2,40,551	...	...	...
Bombay, Baroda and Central India	238	840	1,94,767	232	840	1,70,465	211	32,75,179	32,06,595	...	...	...	68,584
Madras	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	449	2,791	8,53,709	306	2,791	7,39,376	265	2,24,73,676	2,12,00,686	...	...	...	12,72,990
TOTAL (GUARANTEED AND STATE)													
	277	10,040	32,46,346	202	10,387	35,99,279	220	7,39,05,571	7,70,10,913	31,05,342	...	...	...
Assisted companies.													
Standard gauge—	150	161	19,266	120	161	22,126	137	3,69,857	4,58,698	88,841	...	...	...
Delhi-Umballa-Kalka	253	22	4,553	207	22	5,315	242	95,170	1,08,625	13,455	...	...	...
Tarkessur	...	...	...	...	...	...	...	...	...	...	...	...	...
Metro gauge—	136	67	7,051	105	67	7,597	113	1,61,929	1,53,795	...	...	...	8,134
Rohilkund and Kumaon (Company's section)	130	78	8,707	112	78	10,945	140	1,53,084	1,77,481	23,797	...	...	...
Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...
Special gauge—	238	51	11,951	234	51	12,279	241	2,18,504	2,05,291	...	...	...	13,213
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	161	379	51,528	136	379	58,202	154	9,99,144	11,03,890	1,04,746	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—	158	333	54,196	163	333	56,607	170	8,93,909	10,30,223	1,45,314	...	...	...
The Nizam's guaranteed state	92	13	804	62	13	570	44	20,326	24,136	3,810	...	...	...
The Gaekwar's Petlad	129	108	13,500	125	108	16,402	152	2,34,327	2,77,775	45,448	...	...	...
Rajpura-Bhatinda	...	...	...	...	...	...	...	...	(i) 20,663	20,663	...	...	...
Kolar-Goldfields	...	...	...	...	...	...	...	...	...	...	...	...	...
Metro gauge—	95	331	31,545	95	362	20,133	80	5,58,293	5,25,293	...	...	...	33,000
Southern Mahratta (Mysore section) (j)	75	93	3,751	40	93	4,450	48	1,11,702	1,26,180	14,478	...	...	...
The Gaekwar's Mohana	77	29	2,010	69	29	1,594	55	37,795	43,686	5,891	...	...	...
Kolhapur	...	...	...	...	...	...	...	...	...	...	...	...	...
Special gauge—	67	72	3,990	55	72	1,570	22	92,526	83,799	...	...	...	8,727
The Gaekwar's Dahloi	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	115	979	1,09,796	112	1,020	1,13,346	111	19,46,878	21,40,755	1,93,877	...	...	...
Lines owned and worked by native states.													
Metro gauge—	118	334	25,142	75	314	18,652	56	7,83,921	6,34,342	...	...	...	1,49,579
Bhavnagar-Gondal-Junagarh-Portbandar	60	46	2,085	45	46	2,079	45	(k) 36,385	50,006	13,621	...	...	...
Jetalsar-Rajkot	54	364	12,711	35	364	14,500	40	2,67,815	3,91,811	1,23,996	...	...	...
Jodhpur-Bikaner	...	...	...	...	...	...	...	...	...	...	...	...	...
Special gauge—	67	94	4,975	53	94	4,500	48	1,06,113	1,09,686	3,573	...	...	...
Morvi	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	81	828	44,913	54	838	39,740	47	11,94,234	11,85,845	...	...	...	8,380
GRAND TOTAL													
	257	18,242	34,52,583	189	18,624	38,10,618	205	7,80,45,827	8,14,41,403	33,95,576	...	...	...

• Decrease as compared with previous week due to certain adjustments made in return for the week ending 30th June 1894.

(a) Includes the Godhra-Rutlam railway.

(b) Total earnings from 2nd April to 21st July 1894.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the earnings of the Bezwada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Mannik, Khámgaon, and Amraoti railways.

(i) Total earnings from 1st June to 21st July 1894.

(j) Includes the Mysore-Nanjangud and the Yessantpur-Mysore frontier sections.

(k) Total earnings from 12th April to 22nd July 1893.

L. G. PRICKETT,
Offg. Under Secretary.

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SUPPLEMENT TO
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OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.
INDIAN RAILWAYS.

ABSTRACT RETURNS OF ACCIDENTS FOR THE NINE MONTHS ENDING THE 30TH SEPTEMBER 1893 AND THE GOVERNMENT OF INDIA ORDER THEREON.

ERRATA.

GOVERNMENT OF INDIA ORDER NO. 148 R. STAT., DATED THE 26TH APRIL, 1894.

In the table in paragraph 1, page 1, under "Nine months ending the 30th September 1893," make the following corrections:—

Against heading "10.—Trains running over obstructions on the line," under column "Accidents reported to Local Governments, etc.," for "4" read "5"; under "Total" for "112" read "113"; under "Number of servants—killed" for "3" read "4"; and under column "Total all classes—killed" for "4" read "5".

Against heading "Total for nine months ending the 30th September 1893" under column "Accidents reported to Local Governments, etc.," for "102" read "103"; under "Total" for "3,480" read "3,481"; under "Number of servants—killed" for "4" read "5"; and under column "Total all classes" for "8" read "9".

In paragraph 2, page 2, for "increase of 83 or 2.44 per cent." in the fourth line read "increase of 84 or 2.47 per cent."

In paragraph 21 for "441 killed" in the second line read "442 killed".

Substitute the following for table in paragraph 1, page 4:—

RAILWAY.	Number of accidents during the 3rd quarter of 1893.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian	2	...	2	...	1	...	3
North-Western (state)	2	...	...	1	3	1	1
Great Indian Peninsula	2	...	...	2	39	2	39
Rajputana-Malwa	1	...	...	1	...	1	...
Jodhpore-Bikaner	1	...	...	...	6	...	3
TOTAL . . . . .	...	...	2	4	44	4	46
Average of the two corresponding quarters of 1891 and 1892.	...	2	4	1	6	3	10

Add the following as sub-para. to paragraph 3 on page 5 of the same:—

On 3rd August 1893, a Sub-Inspector's trolley was overtaken and run over by No. 8 Down mail at mile $\frac{19}{17-18}$ between Bagotora and Laki, and a trolley-man while attempting to remove the trolley from the line was killed. The accident was due to a mistake and error of judgment on the part of the Sub-Inspector.

ABSTRACT RETURNS OF ACCIDENTS.

ABSTRACT NO. 1.

Against "Servants"—"From accidents to trains, rolling-stock, permanent-way, etc.," under column "Killed" for "4" read "5", and against "Total" under column "Killed" for "441" read "442".

ABSTRACT NO. 2.

North-Western (state) railway.

Under "Servants"—"From accidents to trains, etc.—see Abstracts Nos. 3 and 4", column "Killed," for "nil" read "1".

Under "Servants"—"Total servants," column "Killed," for "16" read "17".

Under "Total all classes", column "Killed," for "66" read "67".

Total 1893.

Under "Servants"—"From accidents to trains, etc.—see Abstracts Nos. 3 and 4", column "Killed" for "4" read "5".

Under "Servants"—"Total servants", column "Killed" for "124" read "125".

Under "Total all classes", column "Killed" for "441" read "442".

ABSTRACT NO. 3.

North-Western (state) railway.

Against heading "10.—Trains running over obstructions on the line," under column "Accidents reported to Local Governments, etc.," for "1" read "2"; under column "Total" for "7" read "8"; "under Number of servants—killed" for "nil" read "1"; and under "Total all classes—killed" for "nil" read "1".

Against "Total all classes" under column "Accidents reported to Local Governments, etc.," for "22" read "23"; under "Total" for "484" read "485"; under "Number of servants—killed" for "nil" read "1"; and under "Total all classes—killed" for "2" read "3".

ABSTRACT NO. 4.

Against heading "10.—Trains running over obstructions on the line," under column "Accidents reported to Local Governments, etc.," for "4" read "5"; under "Total" for "112" read "113"; under "Number of servants—killed" for "3" read "4"; and under column "Total all classes—killed" for "4" read "5".

Against heading "Total all classes" under column "Accidents reported to Local Governments, etc.," for "102" read "103"; under "Total" for "3,480" read "3,481"; under "Number of servants—killed" for "4" read "5"; and under column "Total all classes—killed" for "8" read "9".

L. G. PRICKETT,
Offg. Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE TWELVE MONTHS
ENDING THE 31ST DECEMBER, 1893.

No. 293 R. Stat., dated Simla, the 30th July, 1894.

ORDER—By the Government of India, Public Works Department.

READ again—

Public Works Department Resolution No. 402 R. Stat., dated the 31st August, 1892.
Public Works Department Resolution No. 300 R. Stat., dated the 3rd August, 1893.

Read also—

Note by the Director General of Railways, No. 299 Stat., dated the 17th July 1894,
with abstract returns of accidents to trains, etc., on the open lines of railways in
India for the twelve months ending the 31st December, 1893.

OBSERVATIONS.—The following summary gives the total number of acci-
Summary of accidents to trains, dents to trains, rolling stock, permanent-way, etc.,
rolling stock, etc. for the twelve months ending the 31st December,
1893, distributed under the classification adopted in Abstract No. 4 of the
returns:—

Serial No.		CLASSES OF ACCIDENTS.	AVERAGE NUMBER OF ACCIDENTS DURING 1891 AND 1892.			TWELVE MONTHS ENDING THE 31ST DECEMBER, 1893.								
			Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	NUMBER.			NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
						Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains or parts of passenger trains	5	6	11	4	1	5	...	9	...	5	...	14	
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	22	32	54	6	23	29	...	...	...	(a) 3	...	3
3	Collisions between goods trains or parts of goods trains	12	80	92	7	80	87	...	4	...	3	...	7	
4	Collisions between light engines	2	29	31	1	26	27	...	...	...	1	...	1
5	Passenger trains or parts of passenger trains leaving the rails	28	70	98	18	65	83	...	...	...	...	...	...
6	Goods trains or parts of goods trains, engines, etc., leaving the rails	22	340	362	15	281	296	...	...	...	...	...	...
7	Trains and engines travelling in the wrong direction through points	5	63	68	2	75	77	...	4	1	5	1	9	
8	Trains running into stations or sidings at too high a speed . . . . .	...	4	4	2	17	19	...	6	...	...	...	6
9	Trains running over cattle on the line	6	1,824	1,830	6	1,992	1,998	...	...	...	...	...	...
10	Trains running over obstructions on the line	8	147	155	6	143	149	(b) 1	...	4	44	5	44	
11	Trains running through gates at level-crossings	2	37	39	...	48	48	...	...	...	3	...	3
12	The bursting of boilers of engines . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
12(a)	The bursting of tubes, etc., of engines . . . . .	...	120	120	1	182	183	...	...	...	...	...	...
13	The failure of machinery, springs, etc., of engines . . . . .	...	444	444	2	478	480	...	...	...	...	...	...
14	The failure of tyres	1	13	14	2	17	19	...	...	...	...	...	...
15	" " of wheels . . . . .	...	5	5	...	0	9	...	...	...	...	...	9
16	" " of axles	3	50	55	1	33	34	...	...	...	...	...	...
17	" " of brake apparatus . . . . .	...	5	5	...	5	5	...	...	...	...	...	...
18	" " of couplings	2	194	196	2	229	231	...	1	...	3	...	4	
19	" " of tunnels, bridges, viaducts, culverts, etc.	5	3	8	3	5	8	...	...	...	...	...	...
20	Broken rails . . . . .	...	67	67	...	62	68	...	...	...	...	...	...
21	The flooding of portions of permanent-way	28	62	90	42	81	122	44	47	1	3	45	50	
22	Slips in cuttings or embankments	9	45	54	8	28	36	...	...	...	...	...	...
23	Fire in trains	4	161	165	2	116	118	7	12	...	...	7	13
24	Fire at stations, or involving injury to bridges or viaducts	2	56	58	1	37	38	(b) 2	...	...	...	8	...
25	Other accidents	10	229	239	9	176	185	...	1	...	3	...	4	
TOTAL FOR THE TWELVE MONTHS ENDING THE 31ST DECEMBER, 1893 . . . . .		...	...	...	139	4,209	4,348	(c) 54	84	6	73	60	157
AVERAGE OF 1891 AND 1892 . . . . .		...	...	...	178	4,106	4,284	37	95	23	71	60	166

(a) Includes one postal employé.

(b) Not passenger(s).

(c) Of these, three were not passengers.

2. As compared with the average of 1891 and 1892, the number of accidents to trains, rolling stock, permanent-way, etc., during the year 1893 shows an increase of 64, or of 1.49 per cent., with an increase of 818 miles or of 4.73 per cent. in the mean mileage worked, and of 2,008,759 miles or of 3.32 per cent., in the train-mileage run.

3. The chief variations occurred under "Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line," 29 against 54; "Passenger trains or parts of passenger trains leaving the rails," 83 against 98; "Goods trains or parts of goods trains, engines, etc., leaving the rails," 296 against 362; "Trains running into stations or sidings at too high a speed," 19 against 4; "Trains running over cattle on the line," 1,998 against 1,830; "The bursting of tubes, etc., of engines," 183 against 120; "The failure of machinery, springs, etc., of engines," 480 against 444; "The failure of axles," 34 against 55; "The failure of couplings," 231 against 195; "The flooding of portions of permanent-way," 122 against 90; "Slips in cuttings or embankments," 36 against 54; "Fire in trains," 118 against 165; "Fire at stations, or involving injury to bridges or viaducts," 38 against 58; and "Other accidents," 185 against 239.

4. "Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line" showed a decrease of 25 accidents, *viz.*, 16 under "Serious" and 9 under "Minor." The decrease under "Serious" was chiefly due to the numbers recorded on the East Indian, North Western (state) and Great Indian Peninsula railways having fallen from 7 to 2, 4 to 2 and 3 to *nil*, respectively, while under "Minor" the chief variations were an increase of 7 on the East Indian railway and decreases of 8 on the Eastern Bengal (state) railway and of 4 each on the Bengal and North-Western and the Burma (state) railways.

5. Under "Passenger trains or parts of passenger trains leaving the rails," there was a decrease of 15 accidents, made up of 10 under "Serious" and 5 under "Minor." The decrease under "Serious" was chiefly due to there having been 6 accidents less on the East Indian railway and 3 less on the South Indian railway, while that under "Minor" was due chiefly to a decrease of 7 accidents on the Dibru-Sadiya railway.

6. There was a decrease of 66 accidents under "Goods trains or parts of goods trains, engines, etc., leaving the rails," of which 7 were under "Serious" and 59 under "Minor." Under "Serious" the only noticeable decrease occurred on the North Western (state) railway, *viz.*, of 3 accidents. Under "Minor" there were decreases chiefly of 35 on the South Indian railway, of 19 each on the Eastern Bengal (state) and Madras railways, and of 15 on the East Indian railway against increases of 14 on the North Western (state) railway, and of 12 on the Nizam's Guaranteed State railway.

7. Of the increase of 15 accidents under "Trains running into stations or sidings at too high a speed," 4 each were contributed by the Eastern Bengal (state) and the Rajputana-Malwa railways, and 2 by the North Western (state) railway. The increase on the Eastern Bengal (state) railway, was made up of 2 under "Serious" and of 2 under "Minor."

8. The number of cattle accidents was largest on the Southern Mahratta railway, *viz.*, 436; next to that line comes the South Indian railway with 256; then the North Western (state) and Eastern Bengal (state) railways with 158 each; the Rajputana-Malwa railway with 147; the East Indian railway with 133; the Nizam's Guaranteed State Railway with 114; the Oudh and Rohilkhand (state) railway with 108; the Great Indian Peninsula railway with 94; and the Madras railway with 81.

As compared with the average of 1891 and 1892, the chief increases were recorded by the Southern Mahratta, the Nizam's Guaranteed State, the Great Indian Peninsula and the Burma (state) railways, and amounted to 45, 41, 33 and 30 accidents, respectively.

In relation to train-mileage run, the number was highest on the Nizam's Guaranteed State railway, which gave an average of 1 accident in 5,951 train-miles, the Dibru-Sadiya railway coming next with an average of 1 in 6,393; then

the Southern Mahratta, the South Indian, the Eastern Bengal (state) and the Bengal-Nágpur railways with averages of 1 in 6,945, 1 in 12,500, 1 in 21,512, and one in 22,429, respectively.

The lowest number recorded relatively to train-mileage run was on the Morvi railway, *viz.*, 1 in 157,982; the Bombay, Baroda and Central India railway coming next with an average of 1 in 145,137; then the Great Indian Peninsula railway with 1 in 105,259, the Gaekwar's Dabhoi railway with 1 in 88,797, the East Indian railway with 1 in 76,966 and the Darjeeling-Himaylaan railway with 1 in 70,512.

9. Under "The bursting of tubes, etc., of engines," there was an increase of 63 accidents, and of these 36 occurred on the Southern Mahratta railway alone.

10. There was an increase of 36 accidents under "The failure of machinery, springs, etc., of engines." The largest increase took place on the Great Indian Peninsula railway, which returned 107 against 19. This was, however, partially counterbalanced by decreases chiefly of 25 on the Bengal-Nágpur railway and of 22 on the North Western (state) railway.

11. Under "The failure of axles," there was a decrease of 4 under "Serious" and of 17 under "Minor." The decrease under "Serious" was equally distributed over four railways, while that under "Minor" was due to a decrease of 6 each on the Bengal and North-Western, Dibrú-Sadiya and Jorhát railways.

12. "The failure of couplings" showed an increase of 35 accidents, of which the Dibrú-Sadiya railway was responsible for 20.

13. "The flooding of portions of permanent-way" showed an increase of 13 accidents under "Serious" and of 19 under "Minor." The increase under "Serious" was principally due to the number of accidents on the Bhávnagar-Gondal-Junágarh-Porbandar railway having risen from 1 to 12, while under "Minor" the increase was contributed by the North Western (state) and Southern Mahratta railways, on which the accidents numbered 21 against 9 and 20 against 12, respectively.

14. The decrease of 18 accidents under "Slips in cuttings or embankments" was chiefly due to a falling off of 17 accidents on the Bengal-Nágpur railway.

15. Under "Fire in trains" there was a decrease of 47 accidents, of which 2 were under "Serious" and 45 under "Minor." The decrease under "Minor" was chiefly due to the numbers recorded on the Great Indian Peninsula and Madras railways having fallen from 49 to 19 and from 43 to 32, respectively.

16. The decrease under "Fire at stations, or involving injury to bridges or viaducts" was accounted for by a falling off of 24 accidents on the Eastern Bengal (state) railway.

17. Of the decrease of 54 accidents under the head "Other accidents," the East Indian railway alone showed a reduction of 38.

18. The casualties to passengers, and to servants in the employ of railways or of contractors from accidents not coming under the classification adopted in paragraph 1 were, as compared with the average of 1891 and 1892, in the case of passengers, 63 killed and 184 injured against 60 killed and 176 injured, and in the case of servants, 162 killed and 525 injured against 174 killed and 559 injured. (For details, *vide* abstract No. 2).

19. Compared with the average of the two previous years, the mean mileage open was 18,121 miles against 17,303 miles, the train-mileage run amounted to 62,583,652 miles against 60,574,893 miles, and the number of passengers carried was 135,262,950 against 124,921,129. There were seven accidents for every 100,000 train-miles run.

Out of a total of 135,262,950 passengers travelling, 51 passengers were killed and 84 injured by accidents to trains as classified in paragraph 1. This gives an average of one killed in 2,652,215 and of one injured in 1,610,273, or an average, on the total number of killed and injured, of one in 1,001,948 persons travelling, and an average of one in 41,463,008 miles travelled.

Including casualties to passengers from causes other than accidents to trains, rolling stock, etc. (*vide* paragraph 18), the total numbers of passengers killed and injured were 114 and 268, respectively, giving an average of one killed in 1,186,517, and of one injured in 504,712, or an average, on the total number of killed and injured, of one in 354,091 passengers travelling.

20. The total casualties to persons from all causes including trespassers, cases of suicide, etc., were 626 killed and 979 injured against 634 killed and 1,007 injured, the average of the two previous years. (For details, *vide* abstract No. 2.)

21. In addition to the above, 53 persons were reported to have been killed and 217 injured in yards, workshops, etc., and 750 persons to have died in carriages and at stations from causes unconnected with the working of trains.

22. Abstract No. 5 shows for the year 1893, as compared with the ten previous years, the proportion of passengers killed and injured while travelling on the several railways open for traffic in India from causes beyond their own control.

23. Abstract No. 6 shows the number of enquiries into train accidents on the several railways open for traffic in India, classified under certain heads, for the year 1893 as compared with the three previous years.

24. The accidents for the 4th quarter of 1892 are dealt with in the following note:

Note on accidents for the 4th quarter of 1893.

The following table gives the number of accidents, as classified in paragraph 1 of the previous note, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred:

RAILWAY.	Number of accidents during the 4th quarter of 1893.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian	2	6	11	...	1	6	12
North Western (state)	3	...	2	...	3	...	5
Madras	2	44	51	1	7	45	58
Bengal and North-Western	1	...	...	...	1	...	1
Rajputana-Malwa railway	2	...	...	...	3	...	3
TOTAL . . . . .	...	50	64	1	15	51	79
Average of the two corresponding quarters of 1891 and 1892 . . . . .	...	28	48	6	31	34	79

2. *East Indian Railway.*—On the 14th October 1893, as an up passenger train was about to leave Bariárpur station, 17 passengers were injured by the explosion of some fireworks which were being surreptitiously carried in a passenger's personal luggage. Six of the injured passengers, including the man who was alleged to have caused the accident, died of the injuries received

On the 19th December, 1893, a trolly was run over between Rampore Haut and Nalhāti by a light engine which had only one red light on the buffer. The Inspector of Works who was using the trolly was seriously injured. The accident was due to the Inspector having mistaken the engine light for the Rampore Haut signal.

3. *North-Western (state) railway.*—On the 3rd October, 1893, an engine came in contact with a girder which was projecting from a truck standing in the Peshāwar cantonment yard. Three coolies who were engaged in unloading the girder were slightly injured. The accident was due to the carelessness of the traffic staff.

On the 29th October, 1893, the draw-bar hook of a third class carriage attached to No. 4 down mail was broken as the train was entering Ludhiāna station. The accident was caused by the guard of the train having suddenly applied the vacuum brake. A third class passenger was slightly injured.

On the 14th November, 1893, a horse, which was being carried in a horse-wagon on a down goods train, jumped out of the train at mile 94½ between Ludhiāna and Sānāhwāl, dragging with it the attendant who attempted to stop the animal. No injury was sustained by the horse, but the attendant was slightly hurt.

4. *Madras railway.*—Owing to the sudden rise of the Periyapallam river, which runs close and parallel to the railway, a tributary stream, which crosses the railway through a 20-foot girder bridge at mile 22½ between Karaimadai and Periyanaikanpalayam on the Nilgiri branch, was ponded back and washed away the ballast at mile 22½, leaving the rails suspended for a length of about 160 feet. A passenger train, which ran into the breach on the night of the 9th November, 1893, was derailed and all but the three last carriages were telescoped. Forty-four passengers and one railway servant were killed and forty-seven passengers and three railway servants were injured. There was also considerable damage to rolling stock. *A detailed report of this accident will be found in appendix A to the abstract returns of accidents.*

On the 28th November, 1893, No. 37 train, Madras to Rāichūr, which was awaiting the arrival of No. 4 train from Rāichūr at Adoni station, was run into by the latter train owing to its having been turned into the platform line. Four passengers and four railway servants were injured.

5. *Bengal and North-Western railway.*—On the 20th December, 1893, an up mixed train ran through the gate at Uska bazar. A railway servant was injured.

6. *Rajputana-Malwa railway.*—On the 2nd November, 1893, an up mixed train parted between Farukhabad and Shamsabad stations. When the driver became aware of this, he brought the portion of the train attached to the engine to a stand and then backed, which resulted in a collision with the rear portion which was still in motion. Four wagons and the engine tender were derailed and considerably damaged, and the driver and the fireman were slightly injured. The collision was due to the driver not having taken the ordinary precautions to ascertain the position of the rear portion after the train had parted. The cause of the parting of the train could not be ascertained.

On the 22nd November, 1893, a side collision took place at Brahmāvart station between the engine of an up passenger special train and a wagon standing foul of the crossing points. A railway servant was slightly injured.

7. In Appendix B to the abstract returns of accidents will be found a report by the Government Inspector for Railways, Madras, on an averted collision on the South Indian railway on the 3rd December, 1893.

RESOLUTION.—The Government of India notices that with an increase of 8·8 miles, or 4·73 per cent. in the mean mileage worked, and of 2,008,759 miles or 3·32 per cent. in the train-mileage run, the number of accidents to trains, rolling stock, permanent-way, etc., on Indian railways shows an increase of 64 or 1·49 per cent. as compared with the average of 1891 and 1892.

2. The numbers of passengers killed and injured by accidents to trains, etc., were 51 and 84 respectively against 32 and 88, the average of the two previous years; while the numbers of passengers killed and injured from causes other than accidents to trains, etc., were 63 and 184 respectively against 60 and 176. It is observed that the increase in the casualties from train accidents was due to the serious accident which occurred at mile ³²⁰ on the Nilgiri branch of the Madras railway, a detailed report of which is given in Appendix A.

3. Out of a total of 135,262,950 passengers travelling, there were 114 killed and 268 injured, or an average of one killed in 1,186,517 and of 1 injured in 504,712.

The proportion of passengers killed and injured by train accidents from causes beyond their own control, as compared with the numbers travelling, was 1 killed out of 2,652,215 and 1 injured out of 1,610,261.

4. The casualties to servants in the employ of railways or of contractors from accidents to trains, etc., were 6 killed and 73 injured against 23 and 71 respectively, the average of the two preceding years. From causes other than accidents to trains, etc., the casualties were 162 killed and 525 injured against 174 killed and 559 injured.

5. With an increase of 4.73 per cent. in the mean mileage worked and of 3.32 per cent. in the train-mileage run, it is observed that the total numbers of casualties from all causes over the whole of the Indian railway system, as compared with the average of two previous years, decreased under killed from 634 to 626 or by 1.26 per cent., and under injured from 1,007 to 979 or by 2.78 per cent.

ORDER.—Ordered, that this Resolution, with the abstract returns, be

The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Resident at Hyderabad.
The Resident in Mysore.
The Agents to the Governor General for Rajputana, Central India, and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Central Division, Lucknow, and Assam.

communicated for information to the Local Governments and Administrations, and to the officers noted in the margin.

Ordered also, that copies be forwarded for the information of Her Majesty's Government.

Ordered further, that this Resolution, with the abstract returns, be published in the Supplement to the *Gazette of India*.

L. G. PRICKETT,
Offg. Under Secretary.

Documents accompanying.

Abstract returns of accidents for the twelve months ending the 31st December, 1893.

Enclosure to P. W. D. No. 293R. Stat., dated the 30th July 1894.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the TWELVE months ending 31st December 1893, as KILLED or INJURED on ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	Killed.	Injured.
PASSENGERS:—		
From accidents to trains, rolling-stock, permanent-way, etc.	51	84
By accidents from other causes, including accidents from their own want of caution or misconduct	63	184
SERVANTS:—		
From accidents to trains, rolling-stock, permanent-way, etc.	6	73
By accidents from other causes, including accidents from their own want of caution or misconduct	162	525
OTHER PERSONS:—		
Whilst passing over railways at level-crossings	12	8
Trespassers	255	95
Suicides	70	5
Miscellaneous, not included in either of the above	7	5
TOTAL	626	979

ABSTRACT

NUMBER of PERSONS reported, during the TWELVE months ending 31st December 1893, as KILLED or INJURED in INDIA by PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable.

Serial Number.	RAILWAYS.	PASSENGERS.																																	
		From accidents to trains, etc.—see Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.														Total passengers.		From accidents to trains, etc.—see Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN PASSENGERS.													
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.						
<i>Standard gauge.</i>																																			
State lines worked by companies.																																			
I	East Indian (a) . . .	6	13	6	11	4	4	1	...	6	21	...	16	37	22	50	...	3	2	1	1	8	...	2	1	...	3	2	9	...					
II	Bengal-Nagpur . . .	1	...	...	...	...	...	1	2	...	1	...	1	1	4	2	4	...	...	...	...	1	...	...	...	...	...	...	...	...
III	Indian-Midland (b) . . .	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	...	...	...	1	...	...	...	...	...	...	...	...
State lines worked by the State.																																			
IX	North Western (state)(c) . . .	4	1	2	...	3	...	...	...	17	24	...	16	20	18	33	1	5	3	3	3	5	...	1	...	2	6	...	4	1		
XI	Oudh and Rohilkhand (state). . .	...	1	1	...	1	1	...	...	9	...	...	2	11	2	11	...	...	...	1	...	1	1	...	...	2	...	1	...	...			
XII	Eastern Bengal (state) (d). . .	0	1	...	3	1	1	1	...	1	6	...	1	6	9	6	15	...	...	1	11	2	3	...	...	...	1	1	13	...
XV	East Coast (state) . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lines worked by guaranteed companies.																																			
XVIII	Great Indian Peninsula. (e) . . .	2	...	2	...	3	...	1	...	3	4	18	...	3	4	25	4	27	3	45	1	9	3	18	1	1	4	1	29				
XIX	Bombay, Baroda and Central India. (f) . . .	...	...	1	2	...	1	...	...	2	8	...	3	11	3	11	...	1	...	3	1	2	...	...	...	...	2	1	20	...
XI	Madras . . .	44	51	...	2	...	1	11	14	44	65	...	1	8	1	2	...	6	1	...	4	1	6	...				
Line owned by native state and worked by company.																																			
XXVI	The Nizam's Guaranteed State. (g)	1	1	...	2	1	3	1	3	1	2	1	1	...	1	...	1	...				
<i>Metro gauge.</i>																																			
State lines worked by companies.																																			
XXXIII	Bengal and North-Western—Tirhoot section. . .	...	...	...	1	...	...	...	...	1	3	...	2	3	2	3	...	1	2	1	1	...	...	...	...	...	1	...	...	...		
XXXV	Company's "	2	4	18	...	4	20	4	20	1	5	2	5	2	7	1	2	4	...	5	...			
XXXVII	Rajputana-Malwa (A)	2	4	2	4	2	4	1	4	2	2	3	...	8	...				
XL	Southern Mahratta (i) . . .	1	...	1	...	...	...	...	...	2	5	...	2	6	2	7	...	...	1	2	...	...	...	...	...	...	1	...	...	...		
XL	South Indian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
State line worked by the State.																																			
XLIV	Burma (state) . . .	7	...	...	3	...	...	...	...	1	2	...	1	5	1	12	...	2	...	1	1	4	...	1	...	...	2	...	...	...		
Assisted companies.																																			
XLVI	Deoghur . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	Rohilkhand and Kumaon (Company's section) (j) . . .	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIX	Dibru-Sadya . . .	...	...	...	...	...	...	...	...	1	...	...	1	...	1	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...
Lines owned and worked by native states.																																			
LV	Jodhpore-Bikaner—Jodhpore section. . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVI	Bikaner " . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVI	Bhāvnagar-Gondal-Junagarh-Porbandar(k) . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<i>Special gauges.</i>																																			
State line worked by the State.																																			
LXII	Jorhat (2' 0") . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Assisted company.																																			
LXIII	Darjeeling-Himalayan (2' 0"). . .	...	...	...	...	...	...	...	...	1	...	...	1	...	1	...	1	...	...	...	1	1	...	...	...	...	...	...	...	...
Line owned by native state and worked by company.																																			
LXIV	The Gaskwar's Dabhoi (2' 6") . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Line owned and worked by native state.																																			
LXVI	Morvi (2' 6") . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL																																			
1893																																			
Average for 2 corresponding previous periods.																																			
32 88 10 13 9 18 5 6 2 3 26 115 8 21 60 176 92 64 23 71 16 37 19 51 4 7 7 14 44 7 87 1																																			

(a) Includes the Delhi-Umballa-Kalka and Terkoosur railways.

(b) " the Bhopal-Itarsi railway.

(c) " the Hyderabad-Umarkot, Rajpura-Bhatinda and Jammu and

(d) Includes the narrow gauge sections and the Bengal Central railway.

(e) " the Wardha-Coal, Dhond-Masumad, Khangaon and Amravati railways.

(f) " the Gaskwar's Petlad and the Godhra-Budlam railways.

No. 2.

No. 2. The TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the accidents occasioning the death or injury.

[illegible]

(g) Includes the Bezvada extension and the Bezvada-Godavari section of the East Coast railway.
(A) Includes the Gackwar's Mohana and the Palampur-Deesa railways.

(A) Includes the Gackwar's Mohsina and the Pálaupur-Deesa railways.

(i) Includes the Guntakal-Mysore Frontier, the Southern Mahratta, Mysore section, Yerravundur-Mysore frontier, Mysore-Nanjangud and the Kulpapur railways.

(2) Includes the Rohilkhand and Kumaon (Lucknow-Bareilly section) the Jaunpur-Baikot railway.

(k) the Jaisalmer-Rajkot railway.

ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the twelve months ending 31st December 1893, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others and of railway servants killed or injured in each class of accident.

	I.—EAST INDIAN(c).					II.—BENGAL-NAGPUR.					III.—INDIAN MIDLAND(c).					IX.—NORTH WESTERN (STATE) (d).					
	No.	Number of passengers and others		Number of servants	Total all classes	No.	Number of passengers and others		Number of servants	Total all classes	No.	Number of passengers and others		Number of servants	Total all classes	No.	Number of passengers and others		Number of servants	Total all classes	
		Killed.	Injured.				Killed.	Injured.				Killed.	Injured.				Killed.	Injured.			Killed.
	Accidents reported to Local Government under Section 83 of the Indian Railways Act, No. IX of 1890.	Total.	Killed.	Injured.	Other accidents.	Accidents reported to Local Government under Section 83 of the Indian Railways Act, No. IX of 1890.	Total.	Killed.	Injured.	Other accidents.	Accidents reported to Local Government under Section 83 of the Indian Railways Act, No. IX of 1890.	Total.	Killed.	Injured.	Other accidents.	Accidents reported to Local Government under Section 83 of the Indian Railways Act, No. IX of 1890.	Total.	Killed.	Injured.	Other accidents.	
1. Collisions between passenger trains or parts of passenger trains	1	1	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	2	9	11	1(b)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	4	19	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	1	7	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	2	10	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	48	48	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	1	7	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	1	132	132	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	1	13	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of machinery, springs, etc., of engines	...	32	32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. The failure of tyres	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of wheels	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of axles	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of brake apparatus	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of couplings	...	12	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Slips in cuttings or embankments	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire in trains	1	13	14	6	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Fire at stations, or involving injury to bridge or viaducts	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26. Other accidents	...	11	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	14	341	355	6	13	3	16	12	180	192	1	68	628	2	4	1	5	9

(a) Includes the Delhi-Dunlop-Kaithi and Tarkeshwar railways.

(b) Postal employes.

(c) Includes the Bhagalpur railway.

(d) Includes the Hyderabad-Tumkur, Raipur-Bharatpur and Jaipur and Kachhi railways.

(e) Not passengers.

XXXIII.—BIRGAL AND NORTH-WESTERN.

IX.—MADRAS.

XIX.—BOMBAY, BARODA AND CENTRAL INDIA (c).

No.	Total	Killed.	Injured.	Number of passengers and others	Number of servants	Total all classes
1. Collisions between passenger trains or parts of passenger trains	1	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line
3. Collisions between goods trains or parts of goods trains
4. Collisions between light engines
5. Passenger trains or parts of passenger trains leaving the rails
6. Goods trains or parts of goods trains, engines, etc., leaving the rails
7. Trains or engines travelling in the wrong direction through points
8. Trains running into stations or sidings at too high a speed
9. Trains running over cattle on the line
10. Ditto over obstructions on the line
11. Ditto through gates at level-crossings
12. The bursting of boilers of engines
12(a). Ditto of tubes, etc., of engines
13. The failure of machinery, springs, &c., of engines
14. The failure of tyres
15. Ditto of wheels
16. Ditto of axles
17. Ditto of brake apparatus
18. Ditto of couplings
19. Ditto of tunnels, bridges, viaducts, culverts, &c.
20. Broken rails
21. The flooding of portions of permanent-way
22. Slips in cuttings or embankments
23. Fire in trains
24. Fire at stations, or involving injury to bridges or viaducts
25. Other accidents

for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.

	XXXV.—RAJPUTANA-DELTA (a).				XXXVII.—SOUTHERN Mahratta (b).				XL.—SOUTH INDIA.				XLIV.—BOMBA (BARR).			
	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes
		Killed.	Injured.			Killed.	Injured.			Killed.	Injured.			Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	3	4	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	13	13	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines.	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	10	10	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	147	147	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line.	...	32	32	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings.	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines.	...	12	12	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	28	28	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles.	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings.	...	51	52	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails.	...	11	11	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	13	13	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains.	...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or increasing injury to bridges or viaducts.	...	10	10	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents.
TOTAL ALL CLASSES	3	264,366	1	5	6	640	646	...	7	346	353	...	1	131	132	9

(a) Includes the Dabur's Mechanism and the Pālanpur-Doom railway.

(b) Includes the Guntakal-Mysore frontier, the Southern Mahratta, Mysore section, Yeravandpur-Mysore frontier, Mysore-Nanjund and the Kolhapur railways.

Appendix No. 2.—Accidents to trains, rolling-stock, and other railway property, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.—continued.

	LV.—JODHPUR-BICKANER.						LVI.—BHAJNAGAR-GONDAL-JETPURA-PORABANDAR (a).						LVII.—JODHPUR.					
	No.	Total.	Killed.	Injured.	Number of passengers and others.	Number of servants.	Total all classes.	No.	Total.	Killed.	Injured.	Number of passengers and others.	Number of servants.	Total all classes.	No.	Total.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	1	1	3	1	3	3	1	1	1	3	1	3	3	1	1	1	3
2. Ditto																		
3. Collisions between goods trains or parts of goods trains	2	2	2	3	2	3	3	2	2	2	3	2	3	3	2	2	2	3
4. Collisions between goods trains or parts of goods trains																		
5. Passenger trains or parts of passenger trains leaving the rails																		
6. Goods trains or parts of goods trains, engines, etc., leaving the rails																		
7. Trains or engines travelling in the wrong direction through points																		
8. Trains running into stations or sidings at too high a speed																		
9. Ditto																		
10. Ditto																		
11. The bursting of boilers of engines																		
12. The bursting of tubes, etc., of engines																		
13. The failure of machinery, springs, etc., of engines																		
14. Ditto of tyres																		
15. Ditto of wheels																		
16. Ditto of axles																		
17. Ditto of brake apparatus																		
18. Ditto of couplings																		
19. Ditto of tunnels, bridges, viaducts, culverts, etc.																		
20. Broken rails																		
21. The flooding of portions of permanent-way																		
22. Slips in cuttings or embankments																		
23. Fire in trains																		
24. Fire at stations, or involving injury to bridges or viaducts																		
25. Other accidents																		
TOTAL ALL CLASSES	1	32	33	3	3	3	3	12	28	40	17	17	17	17	17	17	17	17

(a) Includes the Jetpur-Bikaner railway.

ABSTRACT No. 4.

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., on the several railways open for traffic in India, reported during the twelve months ending 31st December 1893, distinguishing the different classes of accidents and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident.

	• TOTAL.								
	Number.			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Local Governments under section 43 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions between passenger trains or parts of passenger trains	4	1	5	...	9	...	5	...	14
Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	6	23	29	...	...	...	(a) 3	...	3
Collisions between goods trains or parts of goods trains	7	80	87	...	4	...	3	...	7
Collisions between light engines	1	26	27	...	...	...	1	...	1
Passenger trains or parts of passenger trains leaving the rails	18	65	83	...	...	...	...	...	...
Goods trains, or parts of goods trains, engines, etc., leaving the rails	15	281	296	...	...	...	...	...	...
Trains or engines travelling in the wrong direction through points	2	75	77	...	4	1	5	1	9
Trains running into stations or sidings at too high a speed	2	17	19	...	6	...	...	...	6
Trains running over cattle on the line	6	1,992	1,998	...	...	...	...	...	...
Ditto over obstructions on the line	6	143	149	(b) 1	...	4	44	5	44
Ditto through gates at level-crossings	...	48	48	...	...	...	3	...	3
The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
Ditto of tubes, etc., of engines	1	182	183	...	...	...	...	...	...
The failure of machinery, springs, etc., of engines	2	478	480	...	...	...	...	...	...
The failure of tyres	2	17	19	...	...	...	...	...	...
Ditto of wheels	...	9	9	...	...	...	...	...	...
Ditto of axles	1	33	34	...	...	...	...	...	...
Ditto of brake apparatus	...	5	5	...	...	...	...	...	...
Ditto of couplings	2	229	231	...	1	...	3	...	4
Ditto of tunnels, bridges, viaducts, culverts, etc.	3	5	8	...	...	...	...	...	...
Broken rails	...	62	62	...	...	...	...	...	...
The flooding of portions of permanent-way	41	81	122	44	47	1	3	45	50
Slips in cuttings or embankments	8	28	36	...	...	...	...	...	...
Fire in trains	2	116	118	7	12	...	...	7	12
Fire at stations, or involving injury to bridges or viaducts	1	37	38	(b) 2	...	...	...	2	...
Other accidents	9	176	185	...	1	...	3	...	4
TOTAL ALL CLASSES	189	4,209	4,344	(c) 54	84	6	73	60	157

Mean mileage worked	18,121
Number of servants employed	190,953
Train-mileage of all descriptions	62,588,652
Number of passengers carried	135,262,950
Passenger-mileage	5,597,506,047
Per mile open—	3,454
Train-mileage of all descriptions	7,464
Number of passengers carried	308,896
Passenger-mileage	
Total passengers—	0.377
Killed per million of passengers	0.621
Injured per ditto ditto	0.009
Killed per million of passenger-miles	0.015
Injured per ditto ditto	

(a) Includes one postal employé.

(b) Not passenger(s).

(c) Of these three were not passengers.

ABSTRACT No. 5.

PROPORTION OF PASSENGERS KILLED and INJURED on the SEVERAL RAILWAYS open for TRAFFIC in INDIA from causes beyond their own control in passenger-journeys for the years 1883 to 1893.

YEAR.	NUMBER OF PASSENGERS KILLED AND INJURED FROM CAUSES BEYOND THEIR OWN CONTROL, FROM ACCIDENTS TO TRAINS.		Number of passenger-journeys (inclusive of journeys by season ticket holders).	PROPORTION RETURNED AS KILLED AND INJURED (FROM CAUSES BEYOND THEIR OWN CONTROL) TO NUMBER CARRIED.	
	Killed.	Injured.		Killed.	Injured.
1883	2	46	65,098,953	1 in 32,549,476	1 in 1,415,195
1884	11	50	73,815,119	1 in 6,710,465	1 in 1,476,302
1885	4	33	80,864,779	1 in 20,216,194	1 in 2,450,447
1886	3	43	88,436,318	1 in 29,478,773	1 in 2,066,659
1887	4	62	95,411,779	1 in 23,852,945	1 in 1,538,900
1888	2	26	103,156,013	1 in 51,578,008	1 in 3,967,532
1889	27	155	110,402,383	1 in 4,088,977	1 in 712,273
1890	1	24	113,828,810	1 in 113,828,810	1 in 4,743,700
1891	56	135	122,611,345	1 in 2,189,488	1 in 908,232
1892	8	42	127,230,914	1 in 15,903,864	1 in 3,029,307
1893	51	84	135,262,950	1 in 2,652,215	1 in 1,610,261

ABSTRACT No. 6.

STATEMENT showing the NUMBER of enquiries into TRAIN ACCIDENTS on the SEVERAL RAILWAYS open for TRAFFIC in INDIA, classified under certain heads, for the year 1893, as compared with three previous years.

Class of accident.	1890.	1891.	1892.	1893.
A.—From engines or vehicles meeting with obstructions, or leaving the rails in consequence of obstructions, or from defects in connection with the permanent-way or works	53	77	23	51
B.—From boiler explosions, failures of axles, wheels, or tyres, or from other defects in the rolling-stock	47	99	58	54
C.—From trains entering stations at too great speed	...	...	...	2
D.—From collisions between engines and trains following one another on the same line of rails, excepting at junctions, stations, or sidings	6	4	...	...
E.—From collisions at junctions	...	7	3	...
F.—From collisions within fixed signals at stations or sidings	23	16	10	3
G.—From collisions between engines or trains meeting in opposite directions	6	17	19	7
H.—From collisions at level-crossings of two railways	...	...	...	...
I.—From engines or trains being wrongly run or turned into sidings, or otherwise through facing points	18	16	21	17
J.—On inclines	...	...	...	...
K.—From trains on fire	1	5	1	3
L.—Miscellaneous	16	21	7	17
TOTAL	170	262	142	154

APPENDIX A.

Report of the joint inquiry, into an accident at 320/9 mile between Periyanaikanpalayam and Karaimadai on the Nilgiri branch of the Madras Railway, held on the 10th November 1893.

PRESENT:

F. R. UPOOTT, Esq., Government Inspector for Railways, Madras.
J. STURROCK, Esq., M.C.S., District Magistrate, Coimbatore.

MEMBERS OF COMMITTEE.

H. R. P. CARTER, Esq., Chief Engineer,—President.
F. W. READ, Esq., Traffic Manager.
A. PILKINGTON, Esq., Acting Locomotive Superintendent.

DESCRIPTION.

On the 9th November 1893, at 4 A.M., a lamentable accident occurred to the 6-45 No. 31 train at the 320/10 T. P. mile between Periyanaikanpalayam and Karaimadai on the Nilgiri branch of the Madras Railway, in which 39 third class passengers were killed and 31 third class passengers are known to have been injured; the under-guard of the train was also killed, but the driver, fireman, and the chief guard escaped with slight injuries.

2. This train leaves Madras at 6-45 one day and is due at Méttupálaiyam at 4-30 A.M. the following day. The train was within 7½ miles of its destination when the accident happened.

3. It was made up of seventeen vehicles in the order shown in the appendix (enclosure "E").

4. On reaching the 320th mile, while running at a speed of about 25 miles an hour, the train was suddenly derailed.

5. From the condition of the engine, the permanent-way, and the vehicles, also from the evidence of the staff, it is believed that for a short distance the engine kept the rails, from under which the ballast had been washed for about 160 feet; that it was then derailed, sank into the ballast, and came to a stand immediately. The sudden stop of the engine accounts for the manner in which the vehicles were telescoped and piled up, entirely blocking the line from fence to fence for a distance of 160 feet. All vehicles, except the last three, were derailed, and the greatest loss of life was in the three third-class carriages, which were the seventh, eighth, and twelfth vehicles on the train. There were no European or Eurasian passengers, and particulars regarding those killed will be obtained from the "finding" at the inquest held by the Sub-Magistrate not yet received.†

* * * * *

EVIDENCE.

The Resident Engineer, Mr. French, was an Assistant Engineer employed in the construction of the Nilgiri branch, and from 1891 he has from time to time been in charge of his present division. He states that he never saw a very high flood in the river Periyapollum, which runs parallel to the railway at the site of the accident, and he had never known any damage to the Nilgiri branch by floods since its construction.

His evidence shows that the highest previous flood-mark was six feet at the bridge at 320/6, while there is a headway of 12 feet 6 inches. He was unable to give the height of the present flood, pending investigation. Mr. French considered that the state of the weather did not render necessary any extra precautions for the protection of traffic.

2. The evidence of the Permanent-way Inspector Patton (a man with over 19 years' experience on the railway) was to the effect that he had never known a wash-away on the Nilgiri branch, and that he did not consider it necessary to put on special men to patrol the line on the night of the 8th November.

3. The evidence of the gang maistry Armoogam and gangman Kooty is to the effect that they patrolled the line between the 318th and 321st miles between 9-30 P.M. and midnight. The statements of these men as to the time they were on the line are conflicting, but we believe that they did go over the line between 9-30 P.M. and 12 midnight. We do not believe that gang maistry Armoogam remained on the line all night at the 318th and 319th mile as stated by him, nor was it his duty to remain there.

The evidence of gangman Alagan was so contradictory, and he was evidently so confused that we do not accept it as of any value.

4. The engine-driver and fireman gave evidence to the effect that the night was very dark and that there was a drizzling rain for a part of the journey. They noticed nothing unusual, and, from the fact that at the time of the accident Fireman Reardon was standing on the buffer plank of the engine with his back in the direction in which the train was running, it was evident there was nothing to arouse suspicion in the minds of the train staff.

† It has been ascertained that 45 persons were killed and 50 injured in this accident.

5. The evidence of the chief guard confirms that of the driver and his fireman.

6. Post office guard Ananthapa Mudali, who travelled in the post office van, stated that it was not raining when the accident happened and that no rain fell until daylight.

7. The evidence of Guard Gonsalves, who was in charge of the 21-25 train from Méttupálaiyam to Pódanúr on the night of the 8th November, and who passed over the railway at the 320th mile at about 10 P.M., is to the effect that his brake van ran smoothly throughout the journey. He also stated that a light rain was falling, and that it was very dark. He did not observe the lights of any line watchmen.

Enclosure "D" of the appendix is a copy of the Chief Engineer's Circular No. 374 of 25th May 1880 regarding the employment of night watchmen during the monsoon, also copy of Circular No. E. 5/89, dated 3rd October 1881, issued by the Deputy Chief Engineer, and copy of Circular No. 1281, dated 2nd October 1893, from the Chief Engineer's office.

FINDING.

We find that the accident was due to the sudden rise of the water in the Periyapollum river. The water in this river, which runs close and parallel to the railway, dammed up the tributary stream which crosses the railway through a 20-feet opening at 320/6 mile, and the stream thus dammed ponded up on the eastern or up-stream side of the railway until the water rose sufficiently high to flow across the line at the lowest point, *vis.*, at 320/9-10, washing away the ballast and leaving the rails suspended for a length of about 160 feet. The tributary stream is also used as a pathway.

The Periyapollum river takes its rise on the southern side of the Karamally hills many miles from the railway, and we are of opinion that this sudden flood unprecedented in the railway (and we believe other) records of the district was so rapid in its rise that had a line watchman been specially employed for the occasion he might have been at one end of his beat while the damage took place at the other end without his knowledge.

The police reported at the site of the accident that three persons had been drowned in the vicinity by this same flood before they could escape from a sheep pen. The local rainfall was small.

We find that no blame can be attached to any officer or servant of the railway in connection with this accident.

We recommend that steps be taken to so alter the condition of the line at this point as to make it absolutely safe in the event of a similar flood recurring.

H. R. P. CARTER,

Chief Engineer.

P. W. READ,

Traffic Manager.

A. PILKINGTON,

Acting Loco. Suptl.

Evidence of George Arthur Portescue French.

—I am a Resident Engineer of this division. I was an Assistant Engineer on the section on which the accident to the 6-45 occurred when the section was constructed. I never saw a very high flood in the river that runs parallel to the line at the scene of the accident, but it was notorious for rising quickly and flowing with great velocity. On the night of the 7th there was heavy rain at Pódanúr, and I believe it must have extended all over the adjacent country.

I did not think it necessary to take any extra precaution for the protection of the Nilgiri branch. I never heard of any damage by flood to the Nilgiri branch since the time of its construction. From 1891 I have been in charge of this division at intervals. I know of a circular issued by the Chief Engineer regarding night watchmen being employed during the monsoon. I received a reference to this circular from the Chief Engineer some time in October, and issued instructions with reference to it to all Inspectors in my division including

the Nilgiri branch. The highest flood previously known is marked on the bridge, and is about 6 feet above bed of stream; the headway of the bridge is about 12 feet. I believe the flood in the big stream flowing parallel to the line rose to such a height that the water backed up through the bridge at 320/6 and flowed back over the line at 320/9 to 11 washing ballast for that length. Had there been a night watchman, the accident might or might not have been averted. In this particular case I believe the damage was done so quickly and so shortly before the accident that the chances would be that the watchman, if employed, would not have averted the accident. I believe the water was flowing over the line when the train rushed into the breach and that some of the passengers in the train were drowned. I don't think the water lay on the line, it merely flowed over. My first intimation that the accident had taken place was at about 6-40 on the morning of the 9th November 1893. I arranged for a special train to run to the scene of the accident with the least possible delay and it left

Pōdanūr at about 7.30. The injured passengers and as many as possible were put into it and taken to Coimbatore, where medical aid was waiting for them.

Question by the Consulting Engineer.—Since you have taken charge of the line have you ever considered it necessary to give personal instructions to put on night watchmen on the Nilgiri branch?

Answer.—No, I have not.

I should not know the night watchmen had been employed excepting through the pay sheets unless the inspector, as he generally would do, informed me verbally afterwards that he had employed them.

Question.—Has it been the custom to employ night watchmen on other divisions which you have had charge of?

Answer.—Yes; I have known them to be employed between Bangalore and Mallāpuram from the 15th October to the 1st of December.

Question.—Would you recommend the permanent employment of night watchmen during the monsoon in place of its being left to the discretion of the Permanent-way Inspector to employ them?

Answer.—Personally I do not think that a night watchman is of much use.

Question.—Do you consider that a watchman temporarily employed on an emergency would be more likely to be vigilant than one so permanently employed?

Answer.—No; I consider the permanently employed man is better than a temporarily-employed man.

Question.—By a temporary watchman do you mean a man taken from the gang?

Answer.—No.

Question.—Do you consider a man taken from the gang would do better than a temporarily employed man?

Answer.—No.

In answer to the question put by the Chief Engineer I am aware that the maistries are instructed to go on the line in suspicious weather, and that they in some cases do so; this refers to the Nilgiri branch as well as to the line generally; their assistance in protecting their own lengths is most valuable. I make a distinction between gang maistries and line watchmen.

Question by the Consulting Engineer.—Do you consider it was the gang maistry's duty under instructions given to him to have patrolled his length during the night of the accident?

Answer.—No; from the indications of the weather I did not think it was his duty to patrol the line that night.

James Fred. Patton, P. W. Inspector, gave evidence as follows:—I am Permanent-way Inspector in charge of Nilgiri branch and live at Pōdanūr. During the night of the 7th there was heavy rain extending from Pōdanūr to Coimbatore. Judging from the state of the line it extended to Tudiyalūr. On the day of the 8th there was slight rain at Coimbatore. I received a circular in the beginning of October ordering me to put on night watchmen in case

of wet weather or heavy flood. I did not put on any night watchmen since the receipt of the circular. I issued orders to the section and gang maistries (verbal) to put on night watchmen whenever there was flood or wet weather. The watchmen are men from the gang, experienced.

Question by Consulting Engineer.—Did you consider the state of the weather or of the floods was such as to necessitate the employment of night watchmen from your previous experience of the line?

Answer.—No.

Question.—Has there been formerly a wash out on your section during your charge?

Answer.—No.

Question.—Have you ever put on night watchmen before?

Answer.—Yes.

I have been on the Nilgiri branch for this time nearly two years and before about three years, from 1881 to 1884.

Recalled.—Does this refer to the Nilgiri branch or the main line?

Answer.—On the branch once or twice and on the main line very often.

Armoogam, gang maistry, mile-stone 318 to 321.—I remember Wednesday, the day before, or of, the accident. There was no rain and no flood that day. I live at village of Gudalūr between the 317 and 318 stone and two telegraph posts away from the line. I have been gang maistry from three years since the branch was made, and I have never seen the streams in such flood as now. I have seen it as high as a man in some of the streams. I had no fear of any flood that day. I have received orders in case of heavy rain or flood to put on a watchman. I got these orders before this monsoon. I have before this often put on night watchmen.

On the night before the accident I left work at 6 o'clock in the evening with my gang, having been working at the 319th mile.

After leaving work I returned again at half past nine with two men, walked over my length, met the passenger train from Mēttāpālaiyam. There was a slight drizzle and dark. I had a lantern. I walked on the bridge. I saw no water. I know that I have full power to put on a watchman without asking the Inspector. On coming back to the 318th/13 and 319th/2 mile I stayed there till daylight with two men, having some fear of this place. There was no rain during that night. I was at these places till the trains to west passed and I then went home for food. The two men with me were Kooty and Alagan. We had fog signals.

Cross-examination.—Although he had no fear of the place when the accident occurred, he thought the two places pointed out (318/13 and 319/2) were weak.

I have been in the habit of staying out myself but never drew extra pay for it.

After taking food I returned again and walking along saw the accident. I met no person.

Re-examined and he adheres to his statement that he stayed on the line all night and that he sent both the men away.

Evidence of Gangman Kooty.—I am engaged in this branch since its opening. I live in the village of Gudalur. Maistry left me at 6 o'clock at the 318th mile. I was returning to my house when it was raining. The maistry told me that, as it was drizzling, you had better go home, take your meals and return soon. After that myself, the maistry, and Alagan came over the line. After we went through our length we returned to our homes; it was at 12 o'clock. When the train was coming from Méttupálaiyam I was at my house taking my meals. After going over the line with the maistry I and Alagan went home, and I slept and did not hear the train to Méttupálaiyam passing. At about 6 in the morning, when I was going over the line with Alagan, I met a Muhammadan, and he told me that there was an accident and many were killed and injured and I only escaped. The maistry lives at the village of Naikanore, which is one-and-half miles distant from my house.

Evidence of Gangman Alagan.—I am a gangman and have been on the line for ten years. I live near the village of Periyanaikanpalayam at the 316th mile. On Wednesday I was working at the 319th mile. I stopped work at 6 o'clock, after that it commenced to rain from 6 to 1 o'clock. As it was raining, and seeing that ditches getting filled with water, I came on the line with the maistry at 1 o'clock in the night with a cooly. I never went for my food. I was on the line near a garden when the Méttupálaiyam train passed. I was alone at the 319th mile. Maistry told me stay. The maistry and cooly were with me all night.

Re-examined and stated that the maistry and cooly were at the 319th mile all night.

Evidence of J. Ramasawmy Naidu, Engine-driver.—I drove the engine of the 6-45 train from Pódanúr on the morning of the 9th November. After leaving Periyanaikanpalayam, while coming to the 320-8 T.P. mile, I felt a severe jerk. Within a few seconds I was dashed up to the right side of the fire box of my engine. The night was dark with drizzling rain. My head light was burning, but I could not see beyond 8 or 10 feet from where I stood. I heard no noise of running water, and there was nothing to lead me to suppose that the line was out of order.

Question by Consulting Engineer.—Did you drive the train from Méttupálaiyam?

Question by Consulting Engineer.—What speed were you running?

I was running with steam off.

Question by Consulting Engineer.—When did you shut off steam?

I pulled the train out of the station and then shut off steam. After lighting my lamp and looking at my watch I found it was 4-5 o'clock. I was going at the rate of 22 to 25 miles an hour. I saw no lights exhibited by line watchman.

Evidence of Fireman Samuel Reardon.—I was fireman of the engine of 6-45 train which met with an accident at 320/8 mile on the morning

of 9th November. I noticed nothing unusual on the journey, the night was dark and there was a drizzling rain I think from Coimbatore. After leaving Periyanaikanpalayam a short distance we shut off steam. My driver Ramasawmy asked me to look at the motion bars of the engine. I walked along the splasher on the right hand side of the engine. I stopped between the driving and leading wheels to look at the motion bars and glands and then went up to the buffer beam. I looked at the head lamp which was burning. It was very dark at the time while I stood with my face to the head lamp. I felt two or three shocks when the accident happened. I had a lamp in my hand, and while using it I noticed water at the side of the line, but there was nothing in this to lead me to suppose there was anything wrong with the line, nor did I feel anything until the accident happened. I had to hold on to the engine, but the shock threw me into a pool of water. Shortly before the shock I looked at the engine watch; it was nearly 4 o'clock.

Evidence of Guard Syed Ibrahim.—I was guard of the 6-45 train on the morning of 9th November. We left Pódanúr four minutes late at 2-35. I observed that the night was a very dark one and there was a drizzling rain. I noticed nothing unusual with the line. We were four minutes late in leaving Periyanaikanpalayam. We left at 3-45.

At about 4 o'clock while running near 320th mile I felt a very heavy shock and was thrown from the caboose on the left hand side of the van to the brake which is on the other side of the vehicle. We were running at the usual speed, about 25 miles an hour. I could not see the next carriage to my van owing to the darkness. I saw no lights of line watchman and had no reason to suppose the line had been damaged by a flood.

After being thrown on to the brake I put it on "hard" as I thought the train had parted. After this I felt no subsequent shock. My under-guard had been killed and I could not communicate with the driver who was on the Karaimadai side. I therefore did my best to help the passengers. I protected my train by going back about three-quarters of a mile, where I placed a side lamp on the ground exhibiting a red light. I did not place any fog signals on the line.

I have worked trains as a guard for 29 years. I know that the rule states fog signals should be placed on the line, but no other train was on the branch.

Evidence of Ananthapa Mudali.—I was post office mail guard of the 6-45 train on the morning of the 9th November. I was sitting in the mail van in charge of the closed bags. I suddenly felt a shock and went to the side of the carriage. I opened the door and immediately a third-class carriage fell on to the side of the mail van, crushing in the side of the van; up to that time I had noticed nothing unusual about the line or the weather, except that it was a very dark night. After the mail van had turned over I scrambled out and remained there, guarding the mails until daylight. There was no rain when the accident occurred or until daylight.

Evidence of Chief Guard Ignatius John Gonsalves.—I have been in the service of the Madras Railway as a guard for six years. I was chief guard of the 24-25 up-train from Méttupálaiyam to Pódanūr on the night of the 8th November 1893. Throughout the whole journey

there was light rain, and it was a very dark night. I did not see or hear any water near the railway, and I did not feel any slack in the road. My van ran smoothly. I did not see any watchmen's lights.

(APPENDICES A TO C.—Not printed.)

• APPENDIX D.—Abolition of night watchmen.

It has been decided to gradually abolish the existing staff of permanent night watchmen throughout the line, and to employ, during monsoon and stormy weather only, selected men from the permanent-way gangs, who will be paid the additional sum of two annas and eight pies (As. 2-8) for every night on which they remain on duty.

2. Engineers are therefore requested in future not to fill up any vacancies among night watchmen caused by death, transfer, resignation or dismissal; the length, on which such vacancy occurs, being provided for by the Inspector, who will, on the approach of wet weather, arrange for a special gang cooly to perform the duties of the night watchman for as many nights as he considers necessary. In the dry season and in fair weather there will be no night watchman on such length.

3. Every effort should also be made to absorb the night watchmen among the gangs as rapidly as circumstances will permit, care being taken that the watchmen chosen to fill vacancies among gang coolies are physically fit and otherwise competent for the post.

4. Inspectors will take care that the cooly selected for the temporary watchman is duly instructed in his duties, and the nearest maistry to the length will be held responsible for the safe custody of the belt, pouch, fog signals, etc., which are in the possession of the existing watchman on this mile.

5. The additional payment for night duty will be included in the pay sheet for daily wages, but a remark should be entered stating the number of nights the man was retained as watchman, and this should be certified by the Inspector's signature.

(Signed) HENRY C. WEST,
for Chief Engineer.

The 25th May 1880.

No. E. 5/89.

Circular.

As the north-east monsoon is now imminent, I am desired by the Acting Chief Engineer to call your attention to paragraph 2 of Circular No. 374 of 25th May 1880, with reference to the employment of temporary night watchmen wherever necessary on your division.

You are requested to satisfy yourself that the several Inspectors are fully conversant with the provisions of the circular. I have to add that section maistries and gang maistries should be warned that they have full powers to put on a watchman, or keep out the whole gang if necessary, and that every available precaution should be taken to ensure the safety of trains.

MADRAS,

(Signed) HENRY C. WEST,
Acting Deputy Chief Engineer.

The 3rd October 1881.

No. 1281.

Circular.

As the north-east monsoon is now imminent, the attention of Resident Engineers is called to Deputy Chief Engineer's Circular No. E. 5/89 of 3rd October 1881.

(Signed) JOHN B. DUNCAN,
for Chief Engineer.

The 2nd October 1893.

APPENDIX E.—Correct formation of train before accident happened.

Engine.			
W.C.G.	786.	C.	40.
"	991.	A.	20.
"	880.	D.	367.
"	782.	"	362.
I.C.G.	148.	"	246.
B. V.	133.	"	92.
D.	350.	"	56.
"	197.	B.V.	125.
D.M.	257.		

APPENDIX F.—Formation of train and particulars of damages to rolling-stock.

Description of stock.	Nature of damage.	Estimated cost. Rs.
Six wheels coupled engine No. 77	... Slight damages.	1,000
" " " " tender	... Not damaged.	
Wooden covered goods wagon No. 786	... Slightly damaged	50
" " " " " 991	... Completely smashed.	1,420
" " " " " 850	... " "	1,420
" " " " " 782	... " "	1,300
" " " " " 148	... " "	1,030
Iron " " " " 133	... " "	2,750
Six-wheeled brake van " " 350	... " "	2,580
Third class carriage " " 197	... " "	1,730
" " " " 257	... " "	1,980
Composite mail van and third class carriage.		
Second class carriage " 40	... " "	2,580
First class saloon " 20	... " "	4,420
Third class carriage " 367	... " "	2,690
" " " " 362	... Body of vehicle completely destroyed.	1,500
" " " " 246	... Not damaged.	
" " " " 92	... Not derailed.	
" " " " 56	... " "	
Four-wheeled brake van " 125	... " "	
Total ...		26,610

Finding by the Government Inspector for Railways.

The cause of the accident was the sudden and unprecedented rise of the Periyapollum river due to heavy rain in the adjacent hills which ponded back the waters flowing down the stream which crosses the line at 320/7 under a 20' girder. This stream being in flood at the same time from local rain, its waters were unable to discharge through the 20' bridge, and flowing along parallel to the embankment, flooded the valley between it and the high ground, and, between 320/9 and 320/10 where the bank is 4½ feet high, rose above the level of the top of the bank and flowed over it across the line, washing away the ballast from under the pot sleepers for about 160 feet.

3. The gradient was a falling one of 1 in 176 for 1,400' following a falling grade of 1 in 102, and the engine and train running at about 25 miles per hour derailed at or near 320/10, the engine stopping dead and sinking into the bank up to the axles. The pot sleeper road being ballasted with sand with a thin coating of stone is very liable to damage from water crossing the line, and, moreover, this type of road does not afford any support for a derailed train to run forward. This sudden stop accounts for the telescoping and extraordinary wreckage of the coaches. The time, as given in evidence of about 2 or 3 seconds between the first jolt and the dead stop, would not have been sufficient for any application of an automatic brake had there been one—not that this is any argument against its early introduction.

4. The documents show that since 1880 the patrolling of the line at night in cases of heavy rain and floods is left to the discretion of the Permanent-way Inspector and the headman of the permanent-way gang, and that these orders were duly received and understood by these men, extra men being employed for this duty.

5. I am of opinion that there was nothing in the local weather, or the state of the Periyapollum river, at the time to lead them to suppose there was any probability of the line being damaged, and this is supported by the fact that at no former period had there been any breach of the branch line, or such a high flood in the Periyapollum river. From the evidence given, I believe that the gang maistry with one other man at least, named Kooty, did go over the whole or part of his length some time between 18 hours and midnight, although I agree with the

railway officers that he did not remain out all night, Kooty's evidence being in my view the true version.

6. I find that no blame or criminal negligence can be imputed to any of the railway servants for this lamentable accident.

7. I recommend, instead of the present rule referred to in paragraph 4, that during heavy rain or floods at such places as the Chief Engineer may consider necessary, the head ganger should be instructed personally to inspect his length at night and be paid extra for this work. I entirely agree with Mr. French that the gang maistry is the only reliable man for this duty, as he knows his length and the places that require watching. He would of course have authority to turn out the whole gang if necessary.

8. To render this particular place safe against another wash-out, the line will require to be raised well above the present level between mile-posts 320 and 321, and provision made for carrying off any flood waters ponded up between the bank and high ground either by crossing it under the line or carrying it in an open cut into the Periyapollum river below where it now crosses the line.

9. Although I consider that the greatest promptitude was exhibited in affording relief by every department, orders appear necessary for the senior officer of any department to have the power to order out a relief train in the absence of the Traffic officer.

F. R. UPCOTT,

Senior Government Inspector for Railways.

MADRAS,

The 15th November 1893.

APPENDIX B.

Report by C. T. R. Scovell, Esq., Government Inspector for Railways, on an averted collision on 3rd December 1893, between Pallávaram and Vandalur, on the South Indian Railway.

I have the honour to report that I attended the joint inquiry which was held on the 6th December at Pallávaram, South Indian Railway, to investigate the circumstances under which, on the 3rd instant, the 6-45 mail (No. 15) from Madras to Tuticorin met in the section between Pallávaram (mile 12-4) and Vandalur (mile 19-4) stations a special train approaching in the opposite direction. The trains were stopped some 2,000 feet from each other; no damage was consequently done.

The special, an empty train of new bogie vacuum brake stock, had left Cuddalore at 22-30 the previous night for Madras. The section of line where the two trains sighted each other is fortunately straight, and to this fact, as well as its being daylight, must be attributed the averted disaster.

Description.

Trains are worked on the South Indian Railway on the *line-clear and ticket system*. The stations where scheduled trains are timed to cross or pass one another are noted in the working time-table, and no alteration from such meeting place is allowed except by the special orders of the District Traffic Managers. In the case of special or untimed trains such orders are passed for each crossing. The following telegrams were sent affecting the meeting of the trains in question:—

"From the Assistant Traffic Manager, to all stations, Vandalur to Madras, dated 3rd December 1893, No. 121.

"The 22-30 special will follow No. 14 mail from Vandalur to Madras.

"From the Assistant Traffic Manager, to Vandalur Station-master, dated 3rd December 1893, No. 124.

"The 22-30 special from Cuddalore Old Town will stop at your station to meet Nos. 13 and 15 trains to-day."

It will be noticed, therefore, that the special, on arrival at Vandalur, had to cross No. 13 (6 o'clock from Madras), allow No. 14 mail (1-41 from Cuddalore) to precede, and, after the arrival of No. 15 (6-45 from Madras), to follow No. 14 to Madras, Pallávaram being the usual meeting station for Nos. 14 and 15.

Owing to telegram No. 124 having been transmitted to the driver and guard of the special by a through wire and No. 121 by a local wire, No. 124 was delivered before No. 121.

The following are extracts from the Company's rules which bear on the occurrence:—

"4 (14) *Train following and caution ticket*.—Trains may follow one another between stations in the same direction under the following rules and in accordance with rule 339 (general rules).

(a) No train or engine shall be allowed to follow any other train or engine on the same line of rails within 10 minutes unless "line clear" has been received.

(b)

(10) In carrying out the orders in paras. 14 and 15, the "line clear" cannot, of course, be given for the second train that leaves before the arrival of the preceding one in the same direction at the next station, and therefore, in the event of a train following under the rules above quoted, the "train-out" message for the second train must be given to the next station in the direction in which the train is proceeding by using the following Forms Nos. 510 C and 510 D.

(18) *Train-signal message*.—As it is understood that signallers are in the habit of transmitting and receiving carelessly messages on Forms 427 A, B, C and D, they are warned that due care is required in writing all train messages in order to make them, as they should be always clear and legible.

(19) The sending station will give the station from and to with addressee in the form of a message and will then give clearly what is printed and written, in the

form of the sending station. These must be fully entered, just as sent, in the inwards book at the receiving station.

- (20) All messages must be distinctly written out. It is not allowable for a signaller or a station-master to seek "line clear" or "answer" or give "train-out" report without having previously written and fully filled up the spaces provided for the purpose.

7. *Issue of alterations of meeting notices.*—The power of altering the meeting stations of trains is deputed to the Traffic Manager, District Traffic Superintendents, and Train Inspectors.

- (14) *Passing messages.*—It has been noticed that clerks-in-charge deal very carelessly with passing messages, viz., that, instead of writing them out themselves and only allowing the signallers to send them away, the signallers frequently write out the messages for the clerks-in-charge and trust to verbal intimation to the clerk-in-charge as to what they have done.

- (15) This practice is very dangerous and renders it liable for a message to be received or forwarded without the knowledge of the clerk-in-charge and the danger of an accident being caused thereby.

- (16) It is hereby notified that clerk-in-charge or (in the absence of a clerk-in-charge from his station) his deputy must receive and write out all messages relating to trains and signallers, must have nothing whatever to do with such messages beyond receiving or transmitting them on or from the wire and handing them over to, or receiving them from, the clerk-in-charge.

- (17) It is also hereby notified that, in the event of any accident or risk of accident, if it is discovered that any other course but that described in para. 16 has been adopted, the clerk-in-charge or signaller or both will not only be dismissed but will render themselves liable to prosecution—*vide* para. 41 of this rule (No. 7).

Evidence.

Station-master K. Subroya Pillay of Vandalūr.
—My service is about 7 years and 6 months. I have been at Vandalūr about a year as a station-master. In connection with the meeting of No. 13 train and 22-30 o'clock special, and No. 15 train and the 22-30 o'clock special, I did not receive the meeting messages. All that I received are the two messages that I now produce marked A and B.

As my station being the usual meeting station for Nos. 13 and 14 trains, and as I received a message that 22-30 o'clock special will follow No. 14, I thought a meeting message for Nos. 13 and 22-30 o'clock special was not necessary. I started the 22-30 o'clock special at 7-24 on obtaining the usual line-clear message from Pallavaram, which I now produce marked C. The signaller, at about 7-36, informed me that No. 15 mail left Pallavaram at right time, i.e., 7-35. Then he showed me the meeting message marked B at about 7-37, stating that the meeting for Nos. 13, 15 and 22-30 o'clock special would pass at my station. The 22-30 o'clock special returned back to my station at 8-10 and No. 15 arrived at 8-15; 22-30 o'clock special then left my station for Pallavaram at 8-22.

Re-examined.—With reference to the guard's statement I handed over the line-clear ticket to the driver in the presence of the guard, I know it is against the rule; because the guard asked me to hand it over to the driver, I did.

Cross-examined.—No. 14 mail passed my station at 7-14. I wrote out the train-following message, Exhibit C, in my room. I personally handed the book to the signaller in the Telegraph office. I saw the signaller despatch it. I am quite sure about it. I was in the Telegraph office when the answer was re-

ceived. I knew No. 14 had not arrived at Pallavaram when I started the 22-30 special. After No. 14 train had left my station I asked Pallavaram for line-clear for 22-30 special. Exhibit C is the only form on which I asked line clear. When Pallavaram asks me line clear for any train, the signaller fills in the message as received in the train-signal message book. I fill in the part saying that the line is clear. The signaller fills in the train-out message. On the 3rd instant the signaller did not bring me any message from Pallavaram asking him line clear for No. 15. In Exhibit D the black-ink writing is the signaller's and the red mine. In No. 119 message received from Assistant Traffic Manager, Madras, it was stated that three trains would meet at my station. Next to this I received a message that the 22-30 o'clock special would follow No. 14. If I received notice that one train follows another, I understand that to mean that I should start the second train 10 minutes after the first. I know the mail train should have precedence over the special. I thought the mail train (No. 15) would be late, as I received the message ordering the special to follow No. 14. I wrote the red endorsement on Exhibit D at 7-36 before the train-out message was written by the signaller.

Signaller C. Muthusawmi Raju of Vandalūr.
—My service is about 9 months as a signaller, at Vandalūr about 2 months. I came to duty at about 6 o'clock on the 3rd instant. I received the meeting message from Pallavaram for Nos. 13, 15 and 22-30 special at 6-20, and then I gave acknowledgment at 6-22. As soon as I received this message, I received another message from Pallavaram

stating that the 22-30 o'clock special would follow No. 14 mail. Then I asked Pallavaram line clear for 22-30 o'clock special. He replied "Yes." At that time, my assistant station-master was standing near me. The special was started under train-following rules. After the special had left my station the signaller at Pallavaram gave me the train-out message for No. 15. I wrote that portion of the train-signal return as referring only to the train out from Pallavaram and not the portion concerning line-clear inquiry. The 22-30 o'clock special then came back to my station, No. 15 followed it, and, after asking line clear, the special was started for the second time. I did not hand over the meeting message marked E to the station-master at the time I received it. After No. 15 mail had left Pallavaram station, I showed the message to him. It was I that acknowledged the meeting message—vide message marked F, now produced. It is in my hand-writing. I asked Pallavaram line clear for 22-30 special. Ten minutes after No. 14 had left me, i.e., at about 7.19, I asked Pallavaram line clear. He said "Yes." I filled up the return marked C and gave it to the station-master, who returned the return back to me with the entry on it that the train left at 7.24. I gave train-out message to Pallavaram at 7.25. I am quite sure I did not give Pallavaram line clear for No. 15 mail. I do not know that the meeting message should be handed over to station-master, and I did not think it a mistake to send the acknowledgment in the name of the station-master written by me. I am not acquainted with this rule.

Cross-examined.—I swear I actually despatched the train-following message, Exhibit C, and received the reply from Pallavaram. I received no application for line clear for No. 15, but only received the train-out message. I wrote the train-out message for No. 15. When I wrote down the train-out message, the station-master had already written remarks in red ink. I began a new book that morning because the old one was finished. I have never received the train-out message before line clear was asked for previous to this. I was surprised to receive the train-out message before the inquiry for line clear.

Assistant station-master T. Veeraragava Chetty of Vandalur.—My service is 7 years, at Vandalur as assistant station-master 5 months. I was on night duty from 6 P.M. to 6 A.M. on the 2nd and 3rd instant. I was present at the station after I was relieved from 7.15 to 11 o'clock. The signaller brought a message No. 121 regarding the special to follow No. 14 mail; as soon as I came to the station after I was relieved I asked him what the message was. He told me it was to be delivered to the guard and driver of No. 14 mail. Accordingly the station-master delivered it to the guard and driver and started No. 14 right time and asked the signaller to ask Pallavaram line clear for the 22-30 o'clock special to start her under the train-following system. The signaller at once obtained line clear from Pallavaram at about 7.21 or 22. The station-master started the special at 7.24 under train-following rules. The station-master filled in his portion of the return asking

Pallavaram for line clear for the special in my presence.

The signaller sent this message to Pallavaram and obtained line clear in my hearing. After the departure of the special, when I was issuing tickets for No. 15 mail, the signaller, at about 7.40, brought a message to the station-master telling that the mail No. 15 and the 22-30 special were to meet at Vandalur.

I saw the message. It was marked therein 6.20, as being the time received at Vandalur. I was on duty up to 6 o'clock and I did not receive the meeting message.

The station-master did not give the line-clear ticket to the guard of 22-30 o'clock special, but, when he was going to deliver the ticket to the driver, the guard came quick from the spot where he stood, which was about 12 yards distant. The ticket was given to the driver by the station-master.

I did not see or hear the guard asking the station-master to hand over the ticket to the driver.

Cross-examined.—I generally come back to the station after I am relieved to see the trains. Between 7.20 and 7.40 I was in the Telegraph office. I myself saw the station-master write the train-following message, Exhibit C. I heard the instrument working and the signaller was at it all the time, I mean the Pallavaram instrument. I did not hear Pallavaram ask for line clear for No. 15. I am quite sure that Pallavaram did not ask for line clear. I heard the instrument working when the train-following message was being transmitted, but I did not hear it work at any other time.

Driver H. B. Goddard.—My service is 2 years. While working 22-30 o'clock special from Cuddalore Old Town to Egmore on 3rd December 1893, at Chingleput, I received a passing order to pass Nos. 13 and 15 trains at Vandalur. When at Guduvanchéri station, I got a message to follow No. 14 mail train from Vandalur. Coming into Vandalur I shunted into the siding to let No. 13 train, also in siding, to pass No. 14 mail train.

After No. 13 train had cleared away, the station-master and guard both came to me with line-clear ticket, and, getting all right from both, I started away to follow No. 14 mail train to Pallavaram.

Nearing mile 15.12, I saw in front of me a train which I found to be No. 15 train. I at once whistled out for brakes and brought my train to a stop as soon as possible at mile 15.7. Stopped 7.38 o'clock, backed 7.42 o'clock, got into Vandalur at 8.10 o'clock, reported and started away again with a new-line clear ticket at 8.22 o'clock.

Cross-examined.—At Chingleput I received notice to pass Nos. 13 and 15 at Vandalur and at Guduvanchéri I received message No. 121. Having received this message No. 121, I was not surprised when the

station-master, Vandalúr, brought me the line-clear ticket with a caution message on it. It was about 10 minutes after the departure of No. 14 that I started. The time I actually started is 7-24.

Guard B. Manikam.—I received the first order to pass Nos. 13 and 15 at Vandalúr at Chingleput. On arrival at Vandalúr, after having finished what I had to do there, I ordered my train to be brought to the siding to pass No. 13 mail. No. 13 mail arrived and it was also brought to the siding in order to clear the line for No. 14 mail. No. 14 mail, being a non-stopping train, went through; it was on or after the departure of No. 14 mail I received the order to follow No. 14 mail from Vandalúr. The station-master of Vandalúr delivered the line-clear ticket to the driver of my train without my knowledge and started the train. It did not strike me then that I had to pass No. 15 mail also at Vandalúr.

Cross-examined.—I received copy of message No. 121 at Vandalúr. Having received No. 124 message previous to 121, I thought that the latter cancelled the former.

Station-master M. Subbusawmi Naidu of Pallavaram.—My service is 18 years, at Pallavaram 1 year and 7 months as station-master. At 6 o'clock I came on duty on the 3rd instant. As soon as I came on duty, I received the running order of the 22-30 o'clock special from my assistant station-master. At the same time I saw the passing messages for 22-30 special and Nos. 13 and 15 trains meeting at Vandalúr being sent to that station. It was about 6-10 when I examined these messages on the file. The message under reference, i.e., meeting message No. 124, was one of those that were filed after being transmitted with the times entered on them. The message now produced is the original marked G. Next to this message I saw on the file message marked H, which is an acknowledgment to the meeting message marked G. After starting No. 13 on the usual line clear, attended to Nos. 15 and 14. Previous to this I received Assistant Traffic Manager's No. 121 regarding the 22-30 o'clock special following No. 14 from Vandalúr. I prepared the line clear required for No. 15 after the arrival of No. 14 and sent to the signaller's office, who returned the same that the line was clear. Train signal book here produced marked I. I then started No. 15 at 7-35 and sent the train signal book to the signaller's office to give train-out message. About 2 or 3 minutes after, my signaller came running to me and informed me that Vandalúr says that the 22-30 o'clock special had left his station. I exhibited at once danger signals to stop No. 15 mail, but it was of no use as the train advanced about a mile from the station. Yet I sent my men along the line to stop the train, if possible, by exhibit-

ing signals. At the same time the driver of No. 56 train was standing there, and when informed of this gave danger whistles. Afterwards I secured all line clear books and used new ones and advised the occurrence by telegrams.

I gave Vandalúr line clear for 22-30 o'clock special at 8-21, Exhibit marked J. The first intimation I knew of the 22-30 o'clock special was when the signaller came running to me and told me that the special had left Vandalúr after I had started No. 15 mail. No line clear was asked for and given to 22-30 o'clock special until 8-21.

Signaller K. V. Narasimma Aiyar of Pallavaram.—Service 2 years 3 months. At Pallavaram 10 months. At 6 o'clock I came on duty on the 3rd. When I came on duty I examined all messages that were in the file. I saw the meeting message for 13, 15 and 22-30 special, also the acknowledgment. After the arrival of No. 14 mail I, as usual, received the train-signal message book filled in by the station-master to ask Vandalúr line clear for No. 15 mail. I asked Vandalúr line clear. He gave "Yes, line is clear." About 7-34 it was. I sent it to the station-master, who returned it back to me at about 7-36. I gave train out at 7-36. When I gave the train-out message Vandalúr asked line clear for 22-30 special. I said "No." After I gave out time Vandalúr gave special-out message. Vandalúr first asked me if the line was clear and said the special left him. About 7-45 Vandalúr signalled the special-out message. Immediately I went and reported to the station-master. I am quite sure Vandalúr did give me line clear at about 7-34 for No. 15 mail. About 8-20 Vandalúr asked me line clear for 22-30 o'clock special. I then asked him to give the time of arrival of No. 15 mail. He gave me 8-15. Then I gave line clear after getting the return marked J from the station-master at 8-21 and I received the special-out message at 8-22.

Cross-examined.—After No. 14 train had left Vandalúr, I received no following message for the special train. After I signalled No. 15 out, the signaller at Vandalúr told me that the special had already left, at once I told the station-master. When I signalled the train-out message, Vandalúr signaller asked me "Is line clear for 22-30 special?" I said "No." See the train-out message.

M. Mahomed Batcha, Porter of Pallavaram.—Service about 6 years. About 3 years at this station as a pointsman. I remember carrying the train-signal message book from the station-master to the Telegraph office on the morning in question.

Conclusion.

On inspecting the train-signal books, of which there are no less than 12 at each station, six of these being in constant use, I found in the Vandalúr

books that the train-following message for the special, its acknowledgment [according to rule 4 (16) repetition from Pallavaram] and the train-out message were correctly written out with times, etc., as having been transmitted, but that no entries of any kind whatsoever were to be found in the corresponding book at Pallavaram, nor was there any indication of a leaf having been torn out of this latter book. It is therefore evident that the train-following notice was not sent from Vandalur to Pallavaram. Similarly, on examination of the Pallavaram "line-clear" message book, the message asking for "line-clear," its acknowledgment (or grant of "line-clear") from Vandalur and the "train-out" message for No. 15 mail were duly entered with times of transmission and receipt, but no entries were to be found in the corresponding book at Vandalur, except the "train-out" message; the upper part of the page on which the request and grant of "line-clear" should have been entered being blank, but with a remark in red ink signed by the station-master of Vandalur to the effect that these messages had not passed. The times of transmission and receipt of these messages as entered in the Pallavaram book were as follows:—

"Line-clear" asked at 7-34 (the correct time of arrival of No. 14 mail from Vandalur). "Line-clear" received 7-35. Train started at 7-35 (correct time) signalled at 7-36.

I had the request for and grant of "line-clear" signalled in my presence, and giving no time for the station-master to write his reply as required by rule, the operation occupied 2 minutes and 10 seconds. Now allowing 2 minutes for the peon to carry the book from the platform to the signal office and back to the station-master (as stated by him in evidence) and after the station-master had written or signed the driver's ticket, to carry the latter to the driver, it is evident 4 or even 5 minutes is the least time that is required between the arrival and departure of two crossing trains if the "line-clear" ticket is to be genuine, instead of 1 minute as in this case.

Although the special left Vandalur at 7-24, the out-message was not signalled till 7-34. It is impossible to believe that had it been intimated to the station-master, Pallavaram, a man of 18 years' experience, that the special had been started, he would have despatched No. 15 mail.

I am therefore of opinion that the station-master, Vandalur, relying on telegram No. 121, and not having received No. 124, thought it was understood by Pallavaram that the special would follow No. 14 mail at 10 minutes' interval and started the train on a false ticket; that the station-master, Pallavaram, relying on telegram No. 124, thought No. 15 mail was to start as usual immediately No. 14 mail had cleared the section, and that after he had despatched the train and was giving the out-message, which I believe to be the only message usually transmitted and which is mutually understood to be the signal to fill up the whole page referring to the particular trains signalled, he was immediately informed by Vandalur that the special had started. I therefore find the station-masters of Pallavaram and Vandalur are both criminally responsible for starting each train on a false ticket and should be prosecuted. I further consider the signaller of Vandalur guilty of neglect of rule 7 (17) quoted above, and also, together with the signaller of Pallavaram, guilty of making false entries in their respective books.

The station staff generally do not recognize that it is their duty to delay trains rather than start them to time on false tickets, and I am of opinion that any reasonable delay arising from this cause should not be regarded as an offence and should always be passed over. I consider that with the line-clear and ticket system as worked on the South Indian Railway 4 minutes is the minimum time that should be allowed at crossing stations between the arrival and departure of trains from and to the same section. I absolve the running staff of both trains from blame, that of the special being evidently completely misled by, I consider, the unnecessary telegram No. 121.

This occurrence, coming so soon after the similar case at Vaiyampati and which formed the subject of a special report to Government, would seem to demonstrate the unreliability of the "line-clear and ticket" system.

(Signed) C. T. B. SCOVELL,

Government Inspector of Railways.

MADRAS,

15th January 1894.

I agree with the above. Sufficient time must be allowed to work the line-clear system if it is to be relied on.

(Signed) F. R. UPCOTT,

Senior Government Inspector of Railways.

MADRAS,

1st February 1894.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF
JUNE 1894.

Eastern Hill Tracts—

Chittagong Hill Tracts (a)
Hill Tracts (a)
Naga Hills

Eastern—

Backergunge

Noakhali

Chittagong

Tippera

Dacca

Mymensingh

Dacca—

Khulna

24-Parganas

Midnapore

Howrah

Calcutta

Hooghly

Nadia (Kishinagar)

Jessore

Faridpur

Central—

Bankura

Burdwan

Birbhum

Murshidabad

South Parganas

Pabna

Bogra

Rajshahi

Malda

Northern—

Rangpur

Dinajpur

Jalpaiguri

Darjeeling

Orissa—

Puri

Cuttack

Balasore

Chota-Nagpur—

Singbhum

Manbhum

Lohardaga

Palamu

Hazaribagh

(a) Not stated.

† Not procurable.

° Kalai.

RETAIL PRICES FOR THE 2nd HALF OF JUNE 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

	WHEAT.		RICE, BEST SORT.		RICE, COMMON.	JAWAR OR CHOLU (Sorghum vulgare).	BAIRA OR GUMBU (Pennisetum typhaceum).	MARUA OR RAGI (Eleusine indica).	KARNTI OR ITALIAN MILLET (Setaria italica).	GRAM, CHOLA, KADALAY OR SUNAGA (Cicer arctium).	MAIZE (Zea Mays).	ARHAR, OR THUR, CADIAN PEA (Cajanus indicus).	FIRWOOD.	SALT.
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Punjab—														
Southern—														
Faisal	21 0	23 0	38 0	45 0	10 0	10 0	22 0	25 0	21 0	38 0	29 0	37 0	100 0	10 8
Ferozepore	21 0	23 0	38 0	42 0	8 0	8 0	19 0	29 0	21 0	39 0	40 0	11 0	110 0	12 12
Montgomery	24 0	24 0	36 0	36 0	9 0	9 0	1 0	1 0	35 0	31 0	40 0	12 0	220 0	12 0
Central—														
Gurgaon	22 0	23 0	32 0	35 0	8 0	9 0	21 0	21 0	12 0	31 0	24 0	26 0	120 0	10 0
Delhi	19 0	21 0	28 0	30 0	12 0	12 0	19 0	19 0	12 0	28 0	21 0	31 0	80 0	11 0
Rohtak	20 0	21 0	35 0	35 0	11 0	11 0	24 0	24 0	12 0	33 0	25 0	18 0	120 0	11 0
Karnal	21 0	21 0	35 0	35 0	10 0	10 0	16 0	16 0	12 0	35 0	30 0	17 0	160 0	10 0
Lahore	26 0	24 0	39 0	38 0	11 0	10 0	19 0	19 0	26 0	35 0	30 0	12 0	80 0	12 8
Sub-montane—														
Umballa	25 0	26 0	33 0	33 0	9 0	9 0	20 0	20 0	8 0	33 0	35 0	13 0	120 0	12 12
Ludhiana	25 0	26 0	38 0	38 0	9 0	9 0	20 0	24 0	17 0	33 0	34 0	15 0	110 0	13 0
Jullundur	26 0	27 0	40 0	45 0	10 0	10 0	22 0	22 0	19 0	35 0	40 0	10 0	100 0	13 0
Hoshiarpur	27 0	28 0	38 0	40 0	10 0	10 0	22 0	22 0	20 0	36 0	32 0	10 0	120 0	12 12
Gurdaspur	32 0	32 0	48 0	48 0	12 0	12 0	26 0	26 0	16 0	36 0	32 0	10 0	120 0	12 0
Amritsar	24 0	26 0	43 0	43 0	10 0	10 0	15 0	16 0	24 0	33 0	24 0	11 0	110 0	12 0
Hills—														
Simla	15 0	18 0	18 0	24 0	8 0	8 0	13 0	14 0	10 0	18 0	24 0	9 0	90 0	8 8
Nagla	15 0	18 0	26 0	26 0	11 0	11 0	13 0	24 0	6 0	21 0	23 0	13 0	120 0	10 0
North-western—														
Sialkot	21 0	21 0	40 0	33 0	12 0	12 0	23 0	31 0	20 0	33 0	28 0	28 0	130 0	13 8
Gujranwala	23 0	23 0	41 0	41 0	11 0	11 0	24 0	24 0	10 0	37 0	31 0	31 0	95 0	13 0
Gurjat	24 0	26 0	35 0	35 0	11 0	11 0	24 0	24 0	10 0	33 0	27 0	29 0	110 0	14 0
Jhelum	26 0	25 0	45 0	45 0	13 0	13 0	30 0	31 0	20 0	33 0	24 0	30 0	130 0	14 0
Rawalpindi	24 0	25 0	36 0	37 0	11 0	11 0	23 0	23 0	20 0	31 0	33 0	26 0	70 0	13 8
Hazara	23 0	23 0	31 0	35 0	11 0	11 0	20 0	24 0	20 0	27 0	25 0	28 0	90 0	10 4
Peshawar	23 0	23 0	41 0	43 0	9 0	9 0	20 0	26 0	21 0	25 0	39 0	38 0	92 0	11 4
Kohat	26 0	28 0	51 0	54 0	12 0	13 0	39 0	40 0	21 0	28 0	44 0	38 0	505 0	41 0
Western—														
Shahpur	30 0	30 0	43 0	43 0	9 0	9 0	30 0	30 0	24 0	46 0	28 0	28 0	160 0	13 0
Jhang	25 0	24 0	32 0	30 0	10 0	10 0	16 0	16 0	24 0	32 0	35 0	30 0	160 0	11 12
Multan	20 0	21 0	32 0	34 0	12 0	12 0	23 0	23 0	14 0	32 0	32 0	32 0	90 0	12 0
Bannu	35 0	37 0	64 0	56 0	11 0	10 0	40 0	44 0	9 0	55 0	55 0	19 0	90 0	50 0
D. I. Khan	27 0	28 0	40 0	42 0	8 0	8 0	27 0	27 0	4 0	40 0	30 0	15 0	115 0	44 0
Muzaffargarh	21 0	21 0	29 0	29 0	6 0	14 0	23 0	23 0	18 0	24 0	15 0	9 0	100 0	12 0
D. G. Khan	19 0	18 0	29 0	29 0	6 0	14 0	24 0	25 0	18 0	29 0	15 0	9 0	125 0	25 0
Sind and Baluchistan—														
Karachi	16 0	16 0	...	...	8 0	8 0	15 0	15 0	...	20 0	...	8 8 and 10 8	91 7	14 8
Hyderabad—														
Thar and Parkar (Umratol)	15 0	15 0	...	...	8 0	8 0	18 0	18 0	...	21 0	21 0	...	128 0	12 12
Sukkur (Shikarpur)	13 0	13 0	...	...	13 0	13 0	18 0	18 0	...	21 0	21 0	...	116 6	12 0
Upper Sind Frontier	16 8	17 8	...	...	8 0	8 0	20 0	20 0	...	23 0	23 0	...	142 0	11 0
Lower Sind Frontier	16 8	17 8	...	...	8 0	8 0	20 0	20 0	...	23 0	23 0	...	213 0	10 0

DWARA.

Western— Karwar (Kānara) Ratnagiri Alibag (Chikla) Bombay Tanna	9 4	9 4	10 2	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1	10 1
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Not precuttable.

Not produced.

Not sold.

RETAIL PRICES FOR THE 2nd HALF OF JUNE 1894—concluded.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (<i>Sorghum vulgare</i>).		BAJRA OR CUMBU (<i>Pennisetum typhoides</i>).		MADRA OR RAGI (<i>Elymus coracensis</i>).		KANKI OR KAKUM, ITALIAN MILLET (<i>Sesum italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer arisatum</i>).		MAIZE (<i>Zea Mays</i>).		ARAR, OR THOR, CADIAN PRA (<i>Cajanus indicus</i>).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	9 6	8 10	...	...	16 8	10 14	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
S. Canara	9 6	9 6	...	...	10 10	10 10	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South, central—																										
Coimbatore	11 8	11 8	...	...	11 11	11 11	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nilgiris	7 13	7 13	...	...	8 13	8 13	9 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Salem	8 14	8 14	...	...	9 6	9 6	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central—																										
Bellary	13 6	13 6	...	...	10 3	10 3	10 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Annapur	10 10	10 10	...	...	10 11	10 11	11 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cuddalore	11 13	11 13	...	...	9 8	9 8	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kurnool	10 13	10 13	...	...	10 11	10 11	11 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, north—																										
Chennai	11 8	12 8	...	...	11 10	11 10	12 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vizagapatnam	12 10	11 11	...	...	11 14	12 14	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Godavari . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central—																										
Kistna	9 14	9 14	...	...	10 6	10 6	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nellore	10 2	9 10	...	...	11 2	11 2	14 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—																										
Madras	10 5	9 10	...	...	10 14	11 10	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chingleput	8 8	8 8	...	...	10 5	10 5	12 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
N. Arcot	8 8	7 0	...	...	12 3	12 3	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
S. Arcot	7 0	7 0	...	...	12 0	12 0	12 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tanjore	6 10	6 10	...	...	11 14	11 14	12 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Southern—																										
Tinnevely	9 3	9 3	...	...	11 2	11 2	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras	9 13	9 6	...	...	9 11	10 2	10 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore—																										
Mysore	11 0	11 0	...	...	8 12	8 12	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bangalore	11 8	12 0	...	...	9 0	9 0	10 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kolar	12 0	12 0	...	...	10 8	10 8	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tumkur	12 0	12 0	...	...	10 0	10 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hassan	10 0	10 0	...	...	9 0	9 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kadur	10 0	10 0	...	...	8 15	9 7	11 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shimoga	12 10	12 10	...	...	8 15	9 7	11 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chitaldroog	14 0	15 0	...	...	10 0	10 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coorg—																										
Coorg	8 8	8 8	...	...	7 8	7 8	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden	7 0	7 0	...	...	5 14	5 14	6 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Not sold.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, August 4th, 1894.

General Summary.—The most important feature in the meteorology of the past week has been the formation of a shallow depression in Bengal which moved slowly north-westwards, passing through Bihar into the North-Western Provinces along the foot of the hills. It determined moderately heavy rain to the districts of North Bengal and Bihar, where hitherto rainfall has been in serious defect, and gave continuous heavy rain to Lucknow and its neighbourhood. Lucknow had a remarkable series of heavy downpours. On the 30th July, a fall of 3·51 inches was registered; on the 31st, 2·74 inches; on the 2nd August, 2 inches; on the 3rd, 3·68 inches; and on the 4th, 5·16 inches, or a total of 17·06 inches during these five days. The present monsoon has been remarkable for the extraordinary number of cyclonic storms which passed over India during July and also for several cases of individual stations receiving a series of heavy and to a large extent local falls of rain. As examples of the latter may be mentioned the stations of Saugor in the Central Provinces, Kurnool in the Hyderabad Deccan, where rainfall in the surrounding districts has been considerably in defect, and Khushab in the centre of the Punjab. During the past two weeks several more cases of the same nature have occurred, besides that of Lucknow referred to above. Simla during the last six days of July received 17·76 inches, or almost as much as the average rainfall for the whole month. The rainfall of Dehra Dun for the same period was still more remarkable, amounting to no less than 26·08 inches, while the mean average rainfall for this station for the whole of July is only 25 inches. The Dehra rainfall as compared with the rainfall of the neighbouring stations was almost double that at Mussoorie, and more than double that at Chakrata for the same period.

The Bombay monsoon current gave very little rain during the first part of the week, but during the last three days rainfall increased in the West Coast districts, and favourable rain was received in the Deccan. The rainfall in this last mentioned area, however, is still considerably below the normal. Rainfall continues in defect also in the northern area of defective rainfall, comprising Assam, North Bengal, and Bihar, but the rain given by the depression that formed in Bengal during the week has reduced the deficiency to some extent in North Bengal and Bihar.

Temperature was in slight defect in Bengal, the North-Western Provinces, the Punjab, and Central India, and in slight excess in Madras. For the whole of India the mean temperature of the week was practically normal.

Daily Summary.—*Sunday.*—Another fall of pressure had taken place in North-Western India, and pressure in Upper India was considerably to largely below the normal. Pressure had also fallen in Bengal and Bihar, while

remaining steady in the Peninsula and Burma. The monsoon trough of low pressure had thus been transferred northwards, rendering conditions more favourable for rain over the greater part of Bengal, Bihar, and the eastern and central districts of the North-Western Provinces. Winds had strengthened at the head of the Bay, and showed a cyclonic tendency in Bihar and Bengal. The Bombay monsoon current continued to give but little rain, except in the Upper India Hill districts and the adjacent submontane districts, where moderate to heavy rain had fallen. Simla had received 6·01 inches, Dehra 5·36 inches, Ranikhet 2·67 inches, Mussoorie 2·49 inches, and Rawalpindi 2·48 inches. In North-Eastern India the heaviest falls were Hazaribagh 3·05 inches, Jalpaiguri 2·6 inches, and Patna 2·3 inches. In Burma, Tounghoo had received 3·28 inches and Bhamo 2·20 inches.

Monday.—A shallow depression had formed over North and Central Bengal and the adjacent districts of North Bihar, and the greater part of Bengal, Bihar, and the North-Western Provinces had received good general rain. Very strong winds were blowing on the Sind, Cutch, and Kathiawar Coasts, the velocity at Bhuj being 52 miles per hour. Heavy rain continued in the hill districts of Upper India. The most important falls reported were—Dehra Dun 7·54 inches, Ranikhet 4·6 inches, Chittagong 4·09 inches, Akyab 4·07 inches, Jalpaiguri 3·61 inches, Allahabad 3·11 inches, Lucknow 3·51 inches, Cawnpore 3·27 inches, and Bassein, Berhampore, Bogra, Gorakhpur, Bahraich, Simla, and Sambalpur amounts exceeding 2 inches. Only very light showers had fallen in the West Coast districts.

Tuesday.—Pressure had risen in Upper India and had fallen slightly in Bihar. The depression in North-East India had shifted slightly, and lay along the foot of the hills between Gorakhpur and Jalpaiguri. The pressure changes in the Peninsula were small in amount. Winds continued abnormally strong on the Sind, Cutch, and Kathiawar Coasts. Moderate to heavy rain had again fallen in the Upper India hill districts, the greater part of Bengal, Bihar, and in some parts of the North-Western Provinces. The principal falls reported were—Akyab 3·85 inches, Bassein 3·24 inches, Chittagong 5·70 inches, Gnatong 3·85 inches, Purneah 3·56 inches, Dehra Dun 4·62 inches, and Narayanganj, Durbhanga, Lucknow, and Mangalore amounts exceeding 2 inches.

Wednesday.—The changes of pressure were small, and its distribution remained practically unchanged. The depression in North Bihar had ceased to exist as an independent depression, but a trough of low pressure extended from Dera Ismail Khan through Meerut to Gorakhpur and Durbhanga. Winds were slightly weaker on the Sind and Kathiawar Coasts, and were increasing in strength on the Konkan Coast. Rainfall had fallen off in Upper India, and only light showers were received on the West Coast. Moderate general rain had fallen in Burma, Assam, Bengal, Bihar, and the eastern and central districts of the North-Western Provinces. Bahraich had received 4·05 inches, and Tavoy, Diamond Island, Tounghoo, Bhamo, Narayanganj, Mymensingh, Silchar, Darjeeling, Gnatong, Jalpaiguri, Purneah, and Allahabad amounts between 1 and 2 inches.

Thursday.—A very shallow depression, probably the continuation of the depression in Bihar, was shown lying over the eastern districts of the North-

Western Provinces. Rain had fallen more generally and in larger amounts on the West Coast, and showers had also been received in the Deccan, Central Provinces, and some parts of Madras. Rain had decreased in Burma, and had fallen generally, but in smaller amounts, in Bengal and the North-Western Provinces. The partial break in the rains continued in the plains of North-Western India. The most important falls reported were—Ranchi 2·85 inches, Lucknow 2 inches, Cawnpore 2·58 inches, Goa 4·64 inches, Mormugao 2·79 inches, Sambalpur 2·69 inches, Kurnool 2·32 inches, Raichur 1·34 inches, Hyderabad (Deccan) 0·42 inch, and Bijapur 0·37 inch.

Friday.—A general rise of pressure had taken place over the whole of India, but the relative distribution of pressure was to a great extent unchanged. The depression in the North-Western Provinces had almost entirely disappeared. Pressure was in excess of the normal over the whole of India, especially in North-Eastern India, and in the area including Sind, Rajputana, Central India, and Kathiawar. A feeble cyclonic circulation of winds continued in the North-Western Provinces, and winds were stronger than usual on the Burma, Arakan, and Bengal Coasts. Rain had fallen in larger amounts in the West Coast districts, and showers had been received in the Deccan. Cuddalore had received 3·48 inches, Mangalore 2·23 inches, Karwar 2·31 inches, Goa 2·50 inches, and Ratnagiri 2·57 inches. Rain had been fairly general in Burma, Bengal, Assam, and the central districts of the North-Western Provinces. The heaviest falls were—Jalpaiguri 3·33 inches, Lucknow 3·65 inches, Bassein 1·39 inches, Kindat 1·22 inches, Darjeeling 1·08 inches, Bogra 1·25 inches, and Cawnpore 1·25 inches.

Saturday.—The pressure changes were not large, but had the effect of shifting the trough of low pressure further north than usual. The shallow depression in the North-Western Provinces had apparently disappeared. Fairly general rain had fallen in Burma, Bengal, the North-Western Provinces, and the South-East Punjab. The West Coast districts had again received moderate to heavy rain, and favourable rain had fallen in some parts of the Deccan. Jalpaiguri reported a fall of 4·40 inches, Lucknow 5·16 inches, Mangalore 3·27 inches, Karwar 3·61 inches, and Tavoy, Mormugao, and Khammamett amounts between 2 and 3 inches.

Temperature.—The mean temperature of the week was almost normal in Burma, Bombay, the Central Provinces, Berar, Sind, and Rajputana. It varied most largely from the normal in the North-Western Provinces, where it was 2° in defect. Madras was the only province where temperature was in slight excess, the mean excess for the week amounting to 1·5°. In Bengal, Assam, the Punjab, Central India, and Gujarat temperature was about 1° in defect.

The daily variations from the normal temperature of the period were greatest in the North-Western Provinces and the Punjab, but they were nowhere very large, and over the greater part of India temperature approximated very closely to the normal.

The mean temperature for the whole of India was practically normal on every day of the week, except on the 31st July, when it was slightly in defect. For the whole week it was only 0·5° below the normal.

The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India :

PROVINCE.	July 1894.			August 1894.				Mean variation of week.
	29th.	30th.	31st.	1st.	2nd.	3rd.	4th.	
Burma	—1.4	—1.0	—2.0	—1.9	—0.4	+0.8	—0.1	—0.9
Bengal and Assam	+0.4	—1.4	—2.6	—1.3	—1.8	—0.9	—0.3	—1.1
North-Western Provinces and Oudh	—1.1	—3.6	—3.8	—1.6	—1.7	—1.1	—1.2	—2.0
Punjab	—1.2	—1.6	—3.1	—1.3	+0.1	+0.5	—0.4	—1.0
Bombay	+1.0	+1.2	+0.8	+1.5	+0.7	+0.6	+0.7	+0.9
Central Provinces and Berar	—0.3	+0.5	—0.6	+0.3	+0.7	+0.9	+0.9	—0.3
Central India and Gujarat	—1.2	—1.9	—2.4	—1.5	—1.1	+0.2	+0.1	—1.1
Sind and Rajputana	—0.8	—2.4	—2.6	—2.2	—0.6	+0.5	+1.5	—0.9
Madras	+2.0	+2.7	+2.4	+2.3	+0.9	—0.6	+0.8	+1.5
Mean for whole of India	—0.3	—0.8	—1.5	—0.6	—0.4	+0.1	+0.2	—0.5

Rainfall.—Favourable rain has fallen during the week in the two areas of deficient rainfall, *viz.*, Bihar and North Bengal in the north and the Deccan and Southern India in the south. The deficiency in the monsoon rainfall shown in the table accompanying the weather report of the previous week has hence been reduced considerably in North Bihar and Central Madras, and slightly in North Bengal and the Deccan. The deficiency in the Deccan and North Bengal is still large, amounting to 23 and 40 per cent. respectively of the total average rain for the period 3rd June to 4th August. Tenasserim and Burma generally have had less rain than for some weeks past, and the partial break in the rains in the plains of North-Western India has continued, no rain at all having fallen in Sind, and very little in the western districts of the North-Western Provinces, the Punjab plains, Rajputana, Kathiawar, and Gujarat. The depression which gave rain to North Bengal and Bihar also caused moderate to heavy rain in Oudh and the eastern districts of the North-Western Provinces. The whole of Bengal and Assam, with the exception of Deltaic Bengal and Orissa, has received above the average for the week. The Bombay monsoon current was feeble at the commencement of the week, and began to give heavier rainfall in the West Coast districts only towards its close, so that most of the provinces dependent on it have received less rain than usual.

A reference to the last three columns of the following table shows that the rainfall for the period ending 4th August was in excess and in defect in the same provinces as for the period ending 28th July, but the percentage of excess in the Punjab and North-Western India generally has been reduced considerably, while the defect shown last week in North-Eastern India and the Peninsula has also been diminished in most districts. The largest deficiency in the rainfall is now in the extreme south. The station of Tinnevely has had no rain since the commencement of the monsoon.

The largest amounts received during the week are the following :

Cox's Bazar (Chittagong) 29.42 inches.

Cherra (Khasia and Jaintia Hills) 22.70 inches.

Kotdwara (Garhwal) 27.07 inches.

Dehra Dun 21.79 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING AUGUST 4TH, 1894.			RAINFALL DATA FROM JUNE 3RD TO AUGUST 4TH, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, June 3rd to August 4th.	Excess or de- fect of (nor- mal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	9'54	9'40	+ 0'14	134'48	90'43	+ 49
	Lower Burma	7'39	4'87	+ 2'52	52'15	43'77	+ 19
	Central Burma	4'17	4'32	- 0'15	35'05	35'37	- 1
	Upper Burma	1'18	?	?	18'00	?	?
	Arakan	12'27	9'27	+ 3'00	96'95	103'45	- 6
BENGAL AND ASSAM.	Eastern Bengal	8'55	5'09	+ 3'46	42'17	40'70	+ 4
	Assam (Surma)	7'12	6'04	+ 1'08	58'20	69'99	- 17
	Do. (Brahmaputra)	3'10	2'54	+ 0'56	25'14	31'62	- 20
	Deltaic Bengal	3'16	3'38	- 0'22	25'06	23'96	+ 5
	Central Bengal	3'84	3'36	+ 0'48	24'21	23'70	+ 2
	North Bengal	6'18	3'88	+ 2'30	36'55	47'30	- 23
	Orissa	1'61	2'84	- 1'23	28'65	22'73	+ 26
	Chota Nagpur	4'12	4'00	+ 0'12	28'26	23'49	+ 20
	Bihar (South)	4'62	3'30	+ 1'32	23'30	19'36	+ 20
	Do. (North)	5'67	2'55	+ 3'12	20'15	21'98	- 8
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East)	4'40	3'09	+ 1'31	23'75	17'67	+ 34
	Do. (Submontane) (a)	5'11	2'70	+ 2'41	19'74	19'18	+ 3
	Oudh (South)	5'25	2'79	+ 2'46	22'34	16'46	+ 37
	Do. (North)	7'40	2'16	+ 5'24	24'54	18'28	+ 34
	North-Western Provinces (Central)	2'79	3'19	- 0'40	19'35	15'90	+ 22
	North-Western Provinces (West)	0'82	2'31	- 1'49	10'84	13'16	- 18
	North-Western Provinces (Submontane) (b)	5'86	3'33	+ 2'53	25'65	20'93	+ 23
PUNJAB	Punjab (South)	0'52	1'08	- 0'56	10'20	6'20	+ 65
	Do. (Central)	1'12	1'47	- 0'35	10'92	9'98	+ 9
	Do. (Submontane)	1'62	2'26	- 0'64	23'99	12'83	+ 87
	Do. (Hill Districts)	11'05	5'99	+ 5'06	55'73	35'01	+ 59
	Do. (North-West)	1'63	1'52	+ 0'11	13'72	7'71	+ 78
	Do. (West)	0'29	0'55	- 0'26	4'71	3'23	+ 43
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	4'76	4'71	+ 0'05	54'64	66'91	- 18
	Madras (South Central)	0'65	1'40	- 0'75	5'65	11'48	- 51
	Coorg	2'79	7'47	- 4'68	46'84	70'75	- 34
	Mysore	0'77	1'30	- 0'53	7'44	12'71	- 41
	Konkan	4'49	7'03	- 2'54	77'41	73'40	+ 5
	Bombay Deccan	1'14	1'28	- 0'14	19'22	13'19	+ 46
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	0'24	0'62	- 0'38	12'47	10'02	+ 24
CENTRAL PROVINCES AND BERAR.	Berar	0'14	1'76	- 1'62	20'34	17'69	+ 15
	Central Provinces (West)	0'67	2'16	- 1'49	23'28	20'94	+ 11
	Ditto (Central)	1'23	3'88	- 2'65	28'81	28'55	+ 1
	Ditto (East)	2'29	2'85	- 0'56	34'54	26'09	+ 32
BOMBAY (NORTH)	Gujarat	0'42	2'63	- 2'21	37'86	26'13	+ 45
	Kathiawar	0'16	1'15	- 0'99	31'06	12'31	+ 152
	Sind	0	0'57	- 0'57	8'47	3'09	+ 174
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	1'04	2'22	- 1'18	22'51	20'77	+ 8
	Rajputana (East), Central India (West)	0'13	1'83	- 1'70	13'77	14'35	- 4
	Rajputana (West)	0'10	1'41	- 1'31	9'62	7'29	+ 23
MADRAS	East Coast (North)	0'89	1'17	- 0'28	12'48	11'52	+ 8
	Ditto (ditto) (a)	2'65	2'66	- 0'01	26'47	27'09	- 2
	Hyderabad (South)	1'17	0'99	+ 0'18	5'84	9'66	- 40
	Madras (Central)	1'22	0'55	+ 0'67	5'74	6'24	- 8
	East Coast (Central)	0'43	0'59	- 0'16	4'78	6'89	- 31
	Ditto (South)	0'53	1'20	- 0'67	3'63	5'74	- 37
	Madras (South)	0'11	0'40	- 0'29	1'21	2'34	- 48

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Actg. Asst. Meteorological Reporter to the
Government of India.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

B

SIMLA, 9th August 1894.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 4th August.*—Rainfall heavy in South Canara; good in Malabar, Ganjam, and Vizagapatam; fair in the Deccan and parts of the Carnatic and Nilgiris; light in the South. The week's rainfall has been very beneficial in many districts, but more rain is generally wanted for standing crops and for agricultural operations. Pasture generally scarce, but fodder sufficient. Condition of cattle good. Prices high, but almost stationary.

Bombay.—*For week ending 8th August.*—Rain general, but more is required in parts of Nasik, Poona, Sholapur, and Dharwar. Standing crops damaged by crabs and insects in Karachi, by breaches in canals in Hyderabad, by floods in Colaba and Ahmednagar, and withering in parts of Sholapur for want of rain. Sowing progressing in parts of seventeen districts and transplantation in parts of six, but retarded in parts of Thana for want of rain. Preparations for late crops continue in parts of three districts. Fodder supply insufficient in parts of Nasik and Sholapur, and water in latter. Prices steady, except in parts of two districts.

Bengal.—*For week ending 4th August.*—There was ample rain during the week all over the province, except in Orissa, where the falls were much lighter. All crops are generally reported in good condition, and the prospects are favourable. In Bihar the rainfall of the week has done much good and has saved the crops in Durbhanga. Cultivation of winter rice is general and well forward, though some more rain is required in parts of North Bengal. Early rice and jute harvests are progressing, and indigo manufacture is proceeding. The recent floods in the south-west of Bengal and in Orissa have damaged the crops to some extent. Indian-corn in Chota Nagpur and in parts of Shahabad and Monghyr has suffered from excessive rain. Prices continue normal, but in the Eastern districts they are falling. In Tipperah gratuitous relief was given to 86 persons (5 men, 14 women, and 67 children) during the week against 157 persons (6 men, 45 women, and 106 children) in the preceding week.

North-Western Provinces and Oudh.—*For week ending 8th August.*—The rainfall has been heavy during the week, especially in the Eastern and Central districts. Some damage from floods is reported in a few places. Autumn crops are thriving, and prospects continue favourable. Supplies are sufficient and prices fairly steady.

Punjab.—*For week ending 8th August.*—Rain has fallen in all districts except Sialkot, Mooltan, and Peshawar. Sowings of autumn crops are still in progress, and ploughing for spring crops has commenced. More rain is urgently needed in Hissar. Standing crops are flourishing, and prospects are said to be

good. Crops damaged in parts of Ferozepore and Lahore by rats and in parts of Lahore by heavy floods in the Ravi. Cattle are generally in good condition, and fodder is sufficient throughout the province. Prices continue high in two districts, rising in one, falling in six others, and low elsewhere.

Central Provinces.—*For week ending 8th August.*—Rain has been light in most districts, but in the rice-growing districts the fall of the week ranges from 2 to 5 inches. The rainfall is in excess in Saugor by $14\frac{1}{2}$ inches, in Sambalpur by 8 inches, and in Damoh and Nimar by 5 inches. The only deficit of importance is 9 inches in Seoni, where more rain is needed, the week's fall being under 3 inches. Transplanting of rice is much impeded in Seoni, but prospects are improving in Saugor, and reports are favourable from all other districts. Preparation of land in Saugor for winter sowings has commenced. The numbers employed on relief works in Saugor and Damoh have risen to 11,025 and 3,237 respectively, but prices show no tendency to rise, except that gram is a little dearer in Damoh, selling at 14 seers. Imports of grain into Saugor were 21,140 maunds, but Damoh received only 1,677 maunds.

Burma.—*For week ending 4th August.*—Rain has fallen heavily in Lower Burma and but slightly in Upper Burma. Ploughing, sowing, and transplanting is in progress everywhere, but impeded by cattle-disease in Tharrawaddy, Henzada, and Kyaukse. Crops promise well. Fodder and water sufficient. The price of paddy is generally below normal in Upper and Lower Burma.

Assam.—*For week ending 7th August.*—Weather dry. More rain is wanted for the paddy crops. Harvesting of early and transplanting of late rice continue. Tea doing well. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 8th August.*—**MYSORE:** Slight rain in parts. Standing crops in good condition. *Ragi* (*Eleusine coracana*) sown in Bangalore, Kolar, and Shimoga, and harvested in Tumkur and in parts of Mysore. Prices have risen in Bangalore and Kolar and fallen in Shimoga.

COORG: Rainfall good. Transplanting of rice in progress. Prospects of coffee, cardamum, and *ragi* (*Eleusine coracana*) good. Fodder and water-supply for cattle sufficient. Prices continue normal.

Berar and Hyderabad.—*For week ending 8th August.*—**BERAR:** Rainfall moderate. Weather hot and cloudy. Crops generally in good condition. Land is being prepared for ensuing crop. Sowings continue in three districts. Weeding operations are well advanced. Fodder and water sufficient. Prices have risen in two districts, fallen in one, and stationary elsewhere.

HYDERABAD: Rainfall moderate. Recent rain has somewhat improved the autumn crops. Sowing of irrigated crops commenced. Agricultural prospects poor. Tanks drying up. Prices continue normal.

Central India.—*For week ending 8th August.*—Rain fell throughout Central India during the week, but more rain is required in parts of Gwalior. Agricultural operations in progress in all parts. Condition of standing crops in one pargana of Gwalior indifferent, but fairly good in all other parts of

Central India. Cattle are generally in good condition, except in parts of Gwalior and Bhopal. Pasturage is insufficient in two districts of Gwalior; good elsewhere. Prices of food-grains high in Bundelkhand and Goona, rising in parts of Gwalior, and normal in other Agencies.

Rajputana.—*For week ending 8th August.*—Rain fell in varying quantities in Abu, Pertabgarh, Kerauli, and Ulwar; slight rain elsewhere, but none in Jhallawar. Agricultural operations and standing crops are generally satisfactory, but more rain is needed in several States. Injury to Indian-corn crops from excessive rain is reported in five tahsils of Jhallawar. Cattle generally in good condition. Pasturage or fodder sufficient, except in Dholpur and Bhartpur, where it is reported to be failing. Prices rising in four States, falling in three, and steady elsewhere. No distress apprehended.

Kashmir.—KASHMIR VALLEY.—*For week ending 7th August.*—Slight rain during the week. Maize crops good. Ploughing for spring crops progressing. Water for irrigation sufficient. Prices continue normal.

JAMMU PROVINCE.—*For week ending 8th August.*—Heavy rain. Weather cloudy. Standing crops damaged by excessive rain. Fodder sufficient. Prices continue normal.

Nepal.—*For week ending 4th August.*—Weather warm. Crops require more rain, especially in the Terai districts.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Railway Statistics.

REPORT BY THE GOVERNMENT INSPECTOR ON AN ACCIDENT WHICH
OCCURRED ON THE 20TH JANUARY 1894 AT THE VICTORIA TERMINUS,
GREAT INDIAN PENINSULA RAILWAY, TO NO. 34 UP PASSENGER TRAIN.

Dated the 25th January 1894.

From—C. H. C. BICKERTON, Esq., Government Inspector, Bombay.
To—The Secretary to the Government of India, Public Works Department.

I have the honour to submit a report, together with the evidence taken by and the “finding” of a Joint Committee of Enquiry held to ascertain the cause of the derailment of the engine and tender, etc., of No. 34 Up train (known as the Jubbulpore Passenger train) on the morning of January 20th.

It would appear that on the morning of the 20th No. 34 Up train from Jubbulpore, which was running late, arrived at Bombay, and shortly before entering the station building at Victoria Station, the engine, tender, and front brake-van were derailed near the points which lead to the lines No. 8, No. 7, and No. 6.

None of the passenger vehicles were derailed and fortunately none of the passengers were injured, nor was the permanent-way much damaged.

From an inspection of the accompanying tracing,* it will be seen (1) that in approaching the Victoria Station, Up trains pass round a long sweeping curve near the points marked B; (2) that on the inner side of this curve are some washing sidings and platforms.

It is usual for carriages to be standing on these sidings, and a number were so standing on the day of the accident. When this is so, an approaching Up train is visible from points marked B only 200 feet.

It will be seen from the time bill that between 9 and a little after 10 o'clock there are three trains due at Victoria Terminus, *viz.*, the Jubbulpore Passenger, No. 34, due to arrive at 9-30, the Kurla Passenger, No. 186, due to arrive at 9-45, and the Karjat Passenger, No. 164, due to arrive at 10-5. It is customary to receive the local trains, *i.e.*, Nos. 186 and 164, on the No. 6 and No. 7 lines and the through trains on No. 8 lines.

A programme of trains is at certain periods issued to the Point-locker for his instructions, and is kept by him in the Pointsman's chauki, and a warning of approaching trains is given 10 minutes before their arrival on a gong on the signal cabin marked A on plan.* In case of late trains, when the order of arrival may be altered, the Station Master on duty warns the Point-locker.

On the day in question the No. 34 Up had left Kasara 56 minutes late, but had “made up” about 39 minutes of this time on its road to Bombay. It was known to the Point-locker that the train was late, but not how much, and no new instructions had been issued, so in consequence it was his duty to adhere to the programme. Apparently with misplaced zeal he did not do so, and, instead of having No. 6 points set and locked for line No. 8, he had the points set for line No. 6 and the points unlocked, and then when he saw the approaching train, and recognised (from the fact of the road brake having a foot-board) that it was the Jubbulpore Mixed, he endeavoured to reverse the points, but was too late. I am disposed to think that discretion has on previous occasions been allowed to the Point-locker in such cases, and am less disposed to accept the statement that the train was travelling at five miles an hour, as each of the three trains which passed over the same spot when I was present was travelling at least 10 miles an hour. As the point at which Up trains can first be seen is a little under 200 feet distant, this would allow of only about 13 seconds in which to unlock the points and reverse the lever. The evidence tends to prove that the points were not locked, and even then the time for recognising the train and reversing the lever is short.

Referring to page 80, Working Time Book, Great Indian Peninsula Railway, it will be seen from paragraph 19—

- Sub-section (2) All facing points to be locked;
“ (3) All facing points to be locked 15 minutes before train is due;
“ (4) The Station Master or Assistant Station Master on duty is responsible that such points are locked.

* Not printed.

Evidence.

Isaac Turner states: I have been 20 years in the service of the G. I. P. Railway, 17 years of which I have been a Driver, and 7 years on the Konkan district, the last 5 years driving passenger trains. On the 20th January 1894 I was driving No. 34 Up Passenger train, the load consisted of 15 vehicles. My engine was No. 22 fitted with the automatic brake, but the train was not, and was worked with the ordinary hand brakes. We left Kasara 56 minutes late. At Kalyan we shunted off one vehicle, a horse-box, and the load from that station was 14 vehicles. The Victoria Terminus signals (distant and station) were lowered. The train worked in at the usual speed. On reaching the first facing points, I noticed they were open for No. 6 road. I stood on the right hand side of the engine. I told my mate that we were going on No. 6 road. He looked over on the left hand side, and said the man at the points was reversing them. The next thing I knew was that I was off the road. My brakes were not on at the time. I at once applied the brake and gave the small whistle for the Guards. I ran off the road for a distance of about 50 yards before coming to a stand. The engine stood over the Nos. 6 and 8 Up roads. I got off my engine and went to the points. The locking chain was not on the points, and they were set for the No. 8 line. I first noticed the points when about 50 yards distant. To the best of my recollection, No. 34 Up Passenger train is always admitted on No. 8 road. We made up 39 minutes from Kasara to Bombay.

George James Corwell states: I have been in the service of the G. I. P. Railway two years and 9 months as a Fireman. I was 10 months on the Sholapur district, and the rest of the time have been on the Konkan. I was Fireman on Engine No. 22, Driver Turner, with No. 34 Up Passenger train on the 20th January 1894. On entering Victoria Terminus the signals were down for us. We were running about 26 minutes late. We entered the terminus at the same speed as at other stations, namely, five to six miles an hour. I noticed the facing points when about two yards off. The Driver called my attention to them. I looked over the left hand side of the engine, and I saw the Point-locker throw the points over for No. 8 road. When I first noticed them, they were set for No. 6 road. The Driver shut off steam as he got in line with the station signal. The Augwalla put on the brake soon after. The bogie wheels of the engine went on No. 6 road, and the remainder ran off the road after passing through the points. When I saw the points being altered by the Point-locker, I assisted the Augwalla to put the brake on. It had not been put on properly before, only to allow the train to come in cautiously. After the engine derailed I got off and went towards the Point-locker, and asked him what he meant by throwing the points over. He said he had not touched the points; that they had been set like that all the while. They were not locked; the chain was lying loose on the ground. The Second Guard was with me at the time. I did not notice whether the rails were bent at the points, but they were where the engine was derailed.

Raghu Hurry states: I have been 10 or 12 years an Augwalla on the G. I. P. Railway, all the time in Bombay. I was Augwalla on Engine No. 22, Driver Turner, with No. 34 Up Passenger train on the 20th January 1894. On entering Victoria Terminus all signals for my train were lowered. The Driver shut off steam when he had passed the station signal. I then put on my brake. I stood on the left hand side of the engine, and when close to the points for No. 6 road I saw the Mussalman Point-locker throw them over. At the time I stood against my brake outside the engine looking towards the station. Immediately afterwards the engine was derailed. The Driver used the vacuum brake lever, and called Oh! Oh! I and the Fireman then put on the hand brake tight.

Joseph W. Reilly states: I have been a Guard in the Company's service 12 years, eight of which I have been working on the Konkan district as Head Passenger Guard. I was Head Guard of No. 34 Up Passenger train on the 20th January 1894. On leaving Kasara the train consisted of eight third classes, one composite, one first, one second class, one horse-box, one road van, and two six-wheeled brake vans, total 15 vehicles, and was worked by Engine No. 22, Driver Turner. We left Kasara 56 minutes late. At Kalyan the horse-box was detached, which reduced the load to 14 vehicles. We made up time and left Masjid at 9-53, or 23 minutes late. The Victoria Terminus distant and station signals were lowered for us. We passed the station signal at a speed of about six miles an hour. I rode in the rear brake. I cannot say exactly where the Driver shut off steam. The train pulled up with my brake at the end of the washing siding. I felt no violent jerk, merely a slight recoil, as if the Driver had shut off steam suddenly. I did not know why the train pulled up. I could not see the front of the train from where my brake stood. I did not hear any whistle. My brake was slightly on before we came to a stand. I put it hard on after coming to a stand, and got out to ascertain the cause of stoppage. I found the engine and front brake derailed, and, finding the train could not be moved, opened the carriage doors, and asked the passengers to alight and walk to the station. None of the passengers complained of a shock or injury of any kind. When I reached the points they were not locked. The Pointsman and Point-locker were standing at the points. The engine and front brake were derailed and the road van stood over the points partly on No. 8 road.

Robert Homfray states: I have been a Guard three years and three months, all the time on the Konkan district. I was Second Guard with No. 34 Up Passenger train on the

20th January 1894, and was riding in the six-wheeled brake next to the engine. We left Kasara late and made up time on the road. The Victoria Terminus signals were lowered for us. I cannot say where the Driver shut off steam. We passed the station signal at the usual speed. I first applied my brake after passing the Up station signal about 50 yards according to my usual custom, and I did not hear any whistle for brakes. I was standing by the side of the brake wheel when I felt a shock, which was not severe. The wheels of the brake sounded as if they were running on the ballast. We ran about 50 yards, and then the train stopped. I got out of my brake and went to the points. The Pointsman and Point-locker were standing by the side doing nothing. The Point-locker had the lock in his right hand. The chain was lying on the ground. The European Fireman was with me, and asked the Point-locker in English why he turned the points over. He replied he had not done so. The passengers left the carriages before we could get up to them. None of them complained of being injured, neither did they volunteer any information.

Shaik Abdul Haniff states: I have been in the Company's service two years. I joined as a Brakesman, and have been four months a Point-locker at Victoria Terminus. I came on duty at 9-30 o'clock on Saturday, the 20th January 1894. I received the 9-45 (No. 186 Up) train on the seventh road. The Jubbulpore Passenger (No. 34 Up) was late. At 10 o'clock I heard warning for an Up train and locked the points for the sixth road, expecting that the train would be the 10-5 (No. 164 Up) Karjat Local. I was looking towards the train, and it was near the Down starting signal when I saw by the foot-board van on the train that it was the Up Jubbulpore Passenger. I then myself unlocked the points and reversed them for the eighth road. I had no time to lock them. The train then approached, and the engine and the front brake were derailed. I reversed the points myself because there was no time for the Pointsman to do so. The engine was 10 to 15 yards from the points when I reversed them. The Pointsman did not speak to me. My orders from the Station Master are that all through trains must be admitted on the eighth road. The Driver did not speak to me. Neither did the Fireman or Guard. I had no conversation with any of them. My instructions are that all through trains should be admitted on No. 8 road and the locals on Nos. 6 and 7 roads. A programme of working is posted in the Pointsman's chauki. A warning bell is given by No. 1 "P" cabin 10 minutes before an Up train arrives. I heard it on this occasion, which caused me to go to the points. I looked at the programme for the train due, and set and locked the points accordingly. I knew that No. 34 Up Passenger train was late on the 20th January, but I did not know how much or when she was coming.

Kundlic Raghun states: I have been in the Company's service about seven years as a Pointsman, the last four years at the Victoria Terminus. I came on duty at 9 o'clock on morning of Saturday, the 20th January 1894. I was in charge of No. 6 points. I have been stationed at the same points four years. I set the points for No. 6 road to admit No. 164 Up Karjat Local. The Point-locker put the chain on the hasp, but did not attach the padlock. He then stood near the points and looked round for the train. As soon as he saw the train coming, he (the Point-locker) said it was the Jubbulpore Passenger, took off the chain, and reversed the lever for No. 8 road. It is usual to admit No. 164 Up Karjat Passenger train on No. 6 road and lock the points for that road. On this occasion they were not locked because the Point-locker was doubtful as to whether it was the Karjat Passenger train or the Jubbulpore Passenger train for which warning signal had been given. The Point-locker called out that the Jubbulpore Passenger train was coming, took off the chain, and reversed the points, but was not in time, and the engine and front brake were derailed. No signals were shown to the train from the points. I was supplied with signal flags. I did not say anything to the Point-locker when he reversed the points. After the derailment, the Engine Driver, Fireman, and Guard came up to the points, and the Fireman asked the Point-locker why he had reversed points.

James J. Smith states: I have been in Company's service 13 years, the last three years and nine months Assistant Station Master, and four months in that position at Victoria Terminus. No special instructions were given to the Point-locker on Saturday last. He has a programme showing the lines on which trains should be admitted. The practice is when trains are running late for the Assistant Station Master on duty to amend the programme, but no special instructions were given on the day in question. According to the report from Kalyan, No. 34 Up Passenger train was 36 minutes late; and as she generally makes up time, the programme was not altered, as it was expected she would arrive in time to be admitted on No. 8 Up, the proper road. I was informed at 10-10 o'clock that the engine and front brake of No. 34 Up were derailed at the points leading to No. 6 road. I was on the platform near the Station Master's office. On walking to the train nearly all the passengers had left. No one complained of being hurt.

Finding.

"We are of opinion that the Point-locker committed an error in judgment in altering the points to endeavour to put No. 34 Up Passenger train on No. 8 road in accordance with

standing orders; but that the Assistant Station Master on duty is responsible for not ascertaining the order of precedence of the trains and advising the Point-locker accordingly."

T. W. PEARSON,

District Engineer.

W. H. MIDDLETON,

District Traffic Superintendent.

S. J. SARGENT,

Assistant Locomotive Superintendent.

Bombay, 22nd January 1894.

Conclusion.

I therefore concur in the "finding," but think the responsibility for the accident rests as much with the Station Master on duty as with the Point-locker.

I would, in conclusion, add that if the interlocking arrangement of points which is now under construction had been effected, this accident would have been avoided, but that till it is, the approach is such that, unless the rules be rigidly carried out, there will always be a likelihood of an accident.

(True copy.)

SIMLA;

The 9th August 1894. }

L. G. PRICKETT,

*Offg. Under-Secy. to the Govt. of India,
Public Works Department.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Statistics.

REPORT BY THE GOVERNMENT INSPECTOR ON THE ACCIDENT TO NO. 5 DOWN GOODS TRAIN AT THE BRIDGE OVER THE THANA CREEK, GREAT INDIAN PENINSULA RAILWAY, ON THE 28TH FEBRUARY 1894.

Dated the 24th April 1894.

From—J. WILLCOCKS, Esq., Government Inspector, Bombay,

To—The Secretary to the Government of India, Public Works Department.

I have the honour to report that I attended the Committee of Joint Enquiry which met at Thana Station on the 3rd March 1894 to enquire into the accident to No. 5 Down Goods train at the bridge over the Thana Creek on the main line of the Great Indian Peninsula Railway on the 28th February 1894.

The accident was as follows: Two open timber-trucks, carrying four 30-foot girders, parted company. One girder fell through the span of 80-foot girders of the Thana Bridge, and the other three fell between the rails in the following manner: one partly on the bridge and partly on the bank beyond, and the remaining two on the bank. Two cross girders of the bridge were carried away and six more were bent or damaged; the telegraph wire also was broken. There was no personal injury, and the damage to rolling-stock was comparatively slight. The front portion of the train proceeded without a check, as the Driver was not aware that anything was amiss.

2. The accident occurred on the 80-foot span of girders of the Thana viaduct, which is clearly visible from the Thana Station, being situate 1,033 yards therefrom. The gradient here changes from a rising one of 1 in 104 to a falling one of 1 in 100. The track is a double one, but only one train at a time is allowed to pass over this span of girders, as it is not strong enough to bear the weight of two trains with safety. After the accident splinters of wood were found between the first Down distant signal and the home signal, and a large piece of a broken head-stock was found near the home signal. It was also seen that the connecting rods of all the points on the Down line in Thana Station had been bent and that the ballast had been scored from the home signal onwards as far as the Thana Bridge.

3. The following is a detailed statement of the evidence taken at the Joint Enquiry:

Evidence.

H. Maine: I joined the service in 1872, and have been a Driver for 14 years, seven of which have been on this district. On the 28th February 1894 I was Driver of No. 5 Down Goods with Engine No. 417. I left Wādi Bandar 25 minutes late with a load of 12 wagons and 2 brakes. At Dadar Junction I picked up a mixed load, and a wagon at Sion. After leaving Sion the load was 41 wagons, loaded and empty, and 2 brakes. On reaching Thana the through signals were against me, and so on passing the distant signal I shut off steam. I had not come to a stand when the signal was lowered, and I put on steam and ran through Thana, passing the station at about 4-35. While running through the station I exchanged signals with both Guards. In passing Mumbra Station I told my Augwalla to exchange signals with the Guards. He told me just before we reached Mumbra Bridge that he could not get signals from the Guards, neither could he see the brake-van lamps. I whistled, thinking the Guards' lamps might have gone out, but getting no signal from the Guard, I stopped my train after passing the Mumbra Bridge, and sent my Augwalla to inform the Guard about his lights; he ran back and told me that I had only half the portion of the train on. As I had passed the limits of Mumbra Station, I thought it my duty to run on to Diva Station, and inform the Station Master there. On sighting Diva, the signals were at first all right for me to run through, but on nearer approach the home signal was put against me. On arrival at the station, the Station Master told me he had received a telegram from Mumbra to stop me, as there was no rear brake on the train. I then examined my portion of the train and found I had 23 vehicles on, the rear vehicle being a timber truck No. 2608, which was empty, and the rear head-stock was deficient. When I shut off steam before entering Thana and then again applied steam I felt no jerk. I cannot account for the train parting. I ascertained after I got into Diva at 5-02 that the train had parted at the Thana Bridge, and that the rear portion had been left behind there. I passed Thana Station at about 10 miles an hour, and over the Thana Bridge about 6 miles an hour. It is usual after passing Thana Bridge to ease off, and the load is not felt until after passing Diva, the road being very light. After passing Thana Bridge and till arrival at Mumbra I did not look back, nor did I specially tell my Augwallas to do so, as they are experienced men, and my orders to

D

them are to keep a look-out to the rear; my own work is out out for me looking ahead. I felt no difference in the load. On topping the grade at the Thana Bridge, I did not feel the train drag at all. I had no idea that anything was wrong with the train till I stopped near Mumbra Bridge. After passing the first tunnel after Thana, I shut off steam and went over the Mumbra Bridge about 5 miles an hour according to order.

R. W. Preston : I have had 24 years' service, all the time as Guard, and for five years I have been on this (Konkan) district. I was Head Guard of the aforesaid train. We left Wadi Bandar 25 minutes late with 12 wagons and 2 brakes; 40 wagons were attached at Dadar and 12 detached; one wagon was attached at Sion, making a total load of 11 loaded wagons, 30 empties, and 2 brakes. The train was marshalled as follows:—Engine and tender, 13 empties, 11 loaded, 1 empty, brake, 16 empties, brake. We left Sion at 3-50, were pulled up by signals at Kurla, and left at 4-00. We did not stop anywhere between Kurla and Thana, but slackened speed on entering Thana, as the upper arm of the home signal was against us. Before the train came to a stand the signal was lowered, and we passed through Thana at 4-35 at a speed of about 10 or 12 miles an hour. I exchanged signals with the Driver and the Second Guard. After passing Thana the train came to a sudden stop on the Thana Bridge. I was in the rear-brake; the suddenness of the stoppage threw me against the side of the brake; I was not badly hurt, and recovering myself I put on my brake to save the rebound. I did not know at the time that the train had parted. After two or three minutes I got out of my brake, and walked forward to see why the train had stopped. It was dark at the time, but by my hand-lamp I saw that there were two gaps in the planking on the Down line of the Thana Bridge, and one of the cross girders hanging. I called out to my Second Guard, who was in the brake ahead, to get out on the off side, as the Down side was dangerous. I then found out that the train was not intact. I considered that the Up line over the Thana Bridge was not safe, and sent my Second Guard forward to stop the Up Jubbulpore Mail which was due. I then returned to the station at Thana, and informed the Station Master and sent for Mr. Emery, the Permanent-way Inspector, who came, and we returned to the bridge together, and I found an iron open-wagon in front of the centre brake derailed, and in front of that an empty timber truck smashed; these wagons were lying on the stone ballast just after the bridge. When the train started afresh after slackening speed at Thana, I felt no jerk at all. I do feel jerks on occasions. When the train pulled up suddenly on the Thana Bridge, there was no unusual loud crash; the sound was just the same to me as if a vacuum brake were suddenly applied and the buffers met.

J. Wilkins : I joined the service on the 8th January last. I was Second Guard with the aforesaid train, and rode in the centre brake. The speed of the train was checked outside the home signal at Thana as the signal was against us; after proceeding a short distance, the signal was taken off and the train went on. I felt no jerk and heard no noise. I exchanged signals with the Driver and the Guard of the rear brake in passing Thana Station. I was looking out on the station (*i.e.*, left-hand) side and noticed nothing unusual; the speed seemed the same as usual. All seemed well till we reached the Thana Bridge, and then I heard a sudden crash in the front like as if something had fallen. I was looking out of the window. I went to put my brake on, but was knocked over before I could do so by the rebounding of my brake. About half a minute after the train came to a stop I got up, put my brake on, and picked up my lamp, but the burner had been knocked out, so I could not signal the Driver. I got out of my brake on to the top of the girder on the Down side, and found the train had parted and the front portion gone away. I was on the girder when my Head Guard came up and told me to go forward and stop all trains. I did so, and placed two detonators on the line about 10 yards apart and about half a mile from the bridge. I had then relit my lamp, and showed a red light also. About 20 minutes, as far as I think, after I had placed the detonators, the Up Jubbulpore Mail train came, passed over the detonators, and stopped. In the meantime the Head Guard came up and told the Driver of the Mail train what was the matter.

Balan Bawa Sahab : I have been two years in the service as Augwalla. I was Augwalla of the aforesaid train, Engine No. 447. On nearing Thana Station the upper arm of the home signal was against us, and so the train slackened speed; but before we stopped the signal was lowered, and we went on again. The Driver shut off steam on passing the distant signal, and put on steam again when the signal was lowered. There was no jerk. On passing Mumbra Station the Driver told me to look-out and give signals to the Guards, but I could see no lights of the brake-vans, nor could I get signals; so I told the Driver. Both Augwallas were looking out, one on either side; and as no lights were visible, the Driver pulled up dead after having crossed Mumbra Bridge at 5 miles an hour. Then the Driver told me to go back to the Guards and tell them to light their lamps; and I discovered that the train had been parted in two, and that there were no brakes. The Driver then started for Diva; at first all the signals were down, but before we actually reached the station, a danger signal was put against us as soon as the Driver whistled, and so we pulled up dead at Diva. I do not remember where we passed the Up Jubbulpore Mail, but we crossed an Up Goods train before reaching the Thana Bridge. Until we pulled up dead at the Mumbra Bridge, we did not know that anything was wrong. When I was looking back for Guards' signals at Mumbra Station, I saw no hand-lamp signal from the station. I did not look

back to the rear between Thana Bridge and Mumbra Station, and was not therefore aware that the train had parted. Having exchanged signals at Thana Station a short time previous, I thought it was all right.

Sakaram Dharma: I was Augwalla of the aforesaid train. I have been 11 years in the service. On approaching Thana the distant signal was down, but the home signal was not lowered, so the Driver shut off steam near the distant signal, and the speed was slackened; but before the train came to a stop, the home signal was lowered, and so the Driver put on steam again, and the train proceeded. There was no jerk. Nor did I feel any jerk between Wadi Bandar and Thana. On passing Thana both the Guards gave white light signals on the left hand side, and I gave a white light signal with my own hand from the engine. Before I got to the second tunnel between Thana and Mumbra stations, I was looking back to the left hand side, and could see no lights of the brake-vans, so I told the Driver; and he said, "Very well; look out from both sides, one Augwalla on each side;" and we went on through Mumbra Station; when we after a good look-out could see no brake-van lights, the Driver pulled up dead after the Mumbra Bridge, and we found the train was parted in two. Then the Driver proceeded to Diva Station, all the signals being down at first; but on the Driver whistling, the signal was put to danger, and we pulled up dead at Diva.

Vasudev Ganesh: I am Assistant Station Master at Mumbra. I was on duty at 4-27 on the morning of the 28th February. I received a warning from Thana at 4-27 for No. 5 Down Goods and a departure signal at 4-40; this train passed through Mumbra at 4-52. I was standing under the verandah when the train passed through, and my Pointsman Nagu Moriya was standing near me outside the verandah. We both saw as the train passed that there were no lights in the rear of the train. There was a hand-lamp on the ground near me showing a white light. As soon as I saw the train had no rear-light, I turned the light of my hand-lamp to red, and gave it to the porter to show to No. 5 Down Goods, which did not, however, stop. So I gave a departure signal and a special danger signal immediately after to Diva Station at 4-52. The train passed through Mumbra at ordinary speed. I did not hear the Driver whistle. I did not see the train stop at Mumbra Bridge. When the Up Jubbulpore Mail was signalled as having left Diva, I gave a signal to Thana, but Thana did not acknowledge. I then tried to get Thana on the speaking instrument, but could not do so; and I called the Station Master, who himself gave a caution order to the Mail train: I don't remember Nagu Moriya telling me that No. 5 Down Goods had come to a stand at Diva distant signal.

Nagu Moriya: I am a porter at Mumbra. I was on duty on the station when No. 5 Down Goods passed through on the morning of the 28th. I was standing on the platform in front of the station, and the Assistant Station Master was sitting near the station door. The Assistant Station Master ordered me to lower the signals for the train to pass through. After about 12 wagons had passed, I saw there was no rear-brake, and informed the Assistant Station Master at once. The Assistant Station Master then came out and directed me to show a red light and to raise the starting signal at danger. But the train had passed the starting signal before it was raised, and I stood with a red light on the Down line; but I think the Driver could not have seen it, as he did not whistle, and the train did not stop. I could see the train at the Diva distant signal at a stand-still, and I told the Assistant Station Master that the train was standing there. The Assistant Station Master told me not to lower the signal for an Up train, and so I stood by the signal. The Down No. 5 Goods passed through Mumbra at ordinary speed. I watched this train the whole way after it passed; it went slowly over the Mumbra Bridge, and then came to a stand still. I have been a porter at Mumbra for 12 years.

C. X. DeSouza: I am Assistant Station Master at Thana. I was on duty at Thana on the morning of the 28th February 1894 when No. 5 Down Goods passed through. I received departure signal for this train from Bhandup at 4-26. I also received departure signal for 166 Up Goods from Mumbra at 4-25, and in order to prevent two trains from being on the Thana Bridge at the same time, I kept the through signal for the Down train at danger. As soon as the Up train had crossed over the bridge, I lowered the Down signal for the Down train to pass through, and No. 166 Up Goods and No. 5 Down Goods crossed at Thana Station at 4-39. While the trains were passing I was in the office, but as soon as they passed, I came outside and saw the rear-brakes of both trains. My porters did not notice anything wrong with No. 5 Down Goods, and said nothing at all to me about it. Four or five minutes after No. 5 Down Goods had passed, I heard a great noise from the direction of Mumbra as if a tiled roof were falling in. I came out on to the platform, and saw the red lights of the rear-brake standing on the Thana Bridge, and yet I could still hear the train continuing its journey. Then I thought there must be something wrong, and ordered a mucadam to go to the bridge and find out what had happened. In the meantime the Head Guard of the train came to Thana Station and told me that the train had parted, and that the Thana Bridge was in a dangerous state for both the Up and Down lines owing to some loaded girders having fallen off the goods train. The Guard came between 5 and 5-15. We could not get telegraphic communication on either side. The Up Jubbulpore Mail being due at Thana at 5-15, I tried to communicate with Mumbra and Diva to stop the Up Jubbulpore

Mail, but could not in any way either by block or speaking instrument gain the attention of these stations. I sent for Mr. Emery, the Permanent-way Inspector, as soon as the Guard arrived. He came to the station, and we hurried to the Thana Bridge. I saw the Second Guard standing protecting the Up line. Mr. Emery also instructed his gateman to protect the road.

On my return to the station at 6-10 I sent a message to all concerned about the matter, but could not get the Mumbra side owing to the telegraph wires at Mumbra Bridge being broken; but the message was despatched on the Bombay side. I have been 10 years at Thana Station.

H. Maine (Driver, recalled): Augwalla Sakaram Dharma did not tell me before reaching the second tunnel between Thana and Mumbra that he could not see the brake-van lights. I was not told this until passing Mumbra. There is no fixed rule as to which of the two Augwallas shall exchange signals with the Guards. Only one man at a time does this work. On this occasion Sakaram Dharma showed the signal.

Govind Ramji: I am substitute for Porter Govind at Thana. I was standing on the Down platform of Thana Station on the morning of the 28th February when No. 5 Down Goods passed. I saw the train pass. I noticed nothing wrong. I saw the Guards exchange signals with white lights as the train passed with each other and with the Driver. An Up Goods train was crossing at the same time, and so I could hear no unusual noise, even if there had been any, beside the rattle of the two trains. The Assistant Station Master was in the Station Master's office when the train passed.

James Emery: I am Permanent-way Inspector, and reside at Thana. On the morning of the 28th February, shortly before 5 o'clock, a man from the station came to my bungalow and called me up, and said there was something wrong with the Thana Bridge. On my way to the station I met Guard Preston, who told me that the bridge was broken and his train had fallen in. I said, 'Are you sure of it,' and on his saying 'Yes,' I wrote a telegram at once on this information to stop all trains, and went straight to the bridge. On arrival at the bridge I noticed one cross girder had gone, and saw the wreck of a timber truck further on off the bridge. I also noticed that the front portion of the train was not there. I sent a man to tell the gateman at gate 25, 8 telegraph posts off the bridge on the Mumbra side, to stop all trains from approaching the bridge. In the meantime Assistant Station Master DeSouza arrived with my lorry, and so he, I, and Guard Preston went to gateman No. 25, and gave him fog signals and told him to stop all trains. We went beyond the gate and found the Second Guard on the line, who said he had been sent there by Guard Preston to stop the Driver (of his train) from coming back with the front portion of the train. I gave him two detonating signals. I then went on to the next gate lodge, and told the gateman here also to stop all trains. I then returned to Thana, and sent a message for assistance to the District Engineer and the Chief Engineer, and another to all concerned. I then got all the lorries and planks that I could, and took them down to the bridge. I also told the Station Master that I was going to plank the bridge, and that he had better clear the rear portion of No. 5 Down and arrange to transfer passengers from the Up Jubbulpore Mail. I planked the bridge and gave coolies to carry the luggage.

Just after daylight, while I was at the Thana Bridge, one of my men came and informed me that the points were out of order at Thana Station. I came back and found the rods of 4 sets of points on the Down line bent; this must have been done by the trailing of the draw-bar. On looking for the cause of the damage, I found the centre portion of a wagon head-stock lying between the rails in the centre of the Down road near the Down home signal, and further back between the home and distant signals found fragments of wagon timber lying in the centre of the gauge on the Down line. My belief is that the damage was done here.

Conclusions.

4. I consider that the accident was due to two causes, viz.:

- (i) to the breaking of a wooden head-stock of an open 'timber-truck' of faulty design owing to the jerks brought to bear thereon by changes of speed;
- (ii) to the defective strength of the 80-feet span of the Thana Bridge, which in this instance necessitated a change of speed.

My reasons for this statement are these:

- (a) The open wooden 'timber-trucks' in use on the Great Indian Peninsula Railway 'draw' solely from the head-stock, which has thus to bear the whole force of a sudden jerk. When it is considered that each of these wooden head-stocks is further weakened by numerous holes cut through it to admit the draw-gear and coupling-gear, it is not surprising that one should occasionally be found to give way. The head-stock in question had further been patched with a flat iron bar in order to prevent a sun crack from spreading.

(b) The 80-feet span of the Thana Bridge can only bear the weight of one train with safety. In this instance an Up and a Down train were approaching the bridge at the same time, and, in order to allow the Up train to cross first, the speed of the Down train had to be altered twice, as the home signal was first raised and then lowered.

From a consideration of the pieces of timber-work found on the line, it seems clear that the head-stock splintered between the Down distant-signal and the home-signal owing to a slight jerk when the Driver shut off steam, and that it broke in pieces near the home-signal when steam was again applied, thus releasing the couplings and the draw-bars of the frame-work. The disconnected trucks were then held together only by the weight and friction of the long girders which comprised their load, the released draw-gear trailing along the road meanwhile. When the timber-trucks reached the girder span of the Thana Bridge, where the gradient changes from a rising to a falling one, the load on them was no longer equal to holding them together, and the front truck and the girders with it probably drew away from the rear one, and the girders one by one dropped between the rails.

Although they cannot be considered responsible for the accident, I am of opinion that both Driver Maine and Second Guard Wilkins showed a want of vigilance, the former in travelling so far without noticing that he had left half his train behind, and the latter, who travelled in the centre brake close to the damaged truck, in not observing what had occurred.

Appended is a list* of damages.

(True copy.)

SIMLA;
The 9th August 1894. }

L. G. PRICKETT,
Offg. Under-Secy. to the Govt. of India,
Public Works Department.

* Not printed.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Railway Statistics.

REPORT ON AN ACCIDENT WHICH OCCURRED ON THE 1ST APRIL 1894 AT
BENARES GANGES STATION ON THE OUDH AND ROHILKHAND RAIL-
WAY.

Dated the 14th May 1894.

From—H. H. GANAK, Esq., Government Inspector, Lucknow,

To—The Secretary to the Government of India, Public Works Department.

In compliance with instructions conveyed in Government Circular No. III Railway, dated 7th January 1881, I have the honour to submit the proceedings of an officers' joint enquiry (at which I was not present) into an E class accident which occurred at "Benares Ganges" Station on the Oudh and Rohilkhand Railway on the 1st April 1894.

2. The accident is a case of a loaded ballast truck No. 233 escaping from Benares Ganges Station and running away towards Benares Cantonment Station. At about mile 8 the truck was met by the Permanent-way Inspector and the Traffic Inspector, who were trollying, and it was stopped by these men and brought back to Benares Ganges Station by the aid of trollymen and coolies who had been sent after it by the Station Master, Benares Ganges Station.

(a) This truck had been attached to No. 54 Down Goods train at Benares Cantonment Station behind the rear brake-van, and this procedure being contrary to rule 66 of the Working Instructions of the Working Time Table of the Oudh and Rohilkhand Railway, it was detached at Benares Ganges Station and left standing behind the train unsecured in any way.

The train, when starting for Moghal Serai, apparently gave a jerk back, which started the truck, which ran away as described.

Rule No. 66 distinctly prohibits any vehicles (except officers' carriages fitted with brakes) being attached behind the rear brake-van of trains running between Benares Cantonment and Moghal Serai.

3. *The cause of the accident—*

(a) In the first instance neglect of the rule 66 above mentioned and attaching the truck behind the rear brake-van.

(b) Secondly, neglect on the part of the station staff at "Benares Ganges" Station to carry out rule 171 (1) of the General Rules for open State Railways, which provides for properly securing vehicles in stations.

4. *Remarks—*

(a) It would appear from some of the evidence that truck No. 233 was attached to the train at the last moment by Gunner Jhugru on the verbal authority of a cooly belonging to the Engineering Department. Gunner Jhugru admits having done this, and acknowledges that he is acquainted with a rule prohibiting vehicles being so attached. Gunner Jhugru is clearly to blame, and should be punished.

(b) Guard Carroll and Station Master at Benares Cantonment inspected the train at 16-50 before it was started, and from the Station Master's evidence it would appear that it was inspected immediately prior to starting; in fact, just at the time of taking "line clear" to the Driver.

Gunner Jhugru states that he informed Train Clerk Durga Pershad at 16-30 that he had attached the truck. Durga Pershad, however, states that he received this information after the train left at 16-50.

It is not quite clear when the truck was attached, but it is unlikely that it was attached after "line clear" had gone up to the Driver solely on the instructions of a cooly, the Guard of the train and the Station Master both being present at the time for reference in a matter involving a breach of rules. Though at the time of starting the train it may have escaped the Station Master and Guard Carroll's notice that there was a truck attached, I cannot comprehend how in broad daylight this fact could have escaped the Guard's notice when

he was getting into his brake-van. Moreover, he states that he never noticed this truck till arriving at the facing points of Benares Ganges Station.

If the evidence of O. B. Trebandy, Station Master, Benares Ganges Station, is to be credited, the Guard did not even desire that the truck should be detached at this station, and proposed taking it on to "Moghal Serai," to which station he appeared anxious to proceed.

(c) The Station Master O. B. Trebandy winds up his evidence by stating that he did nothing further in the matter, and Guard Carroll states that he detached the truck on arrival of the train at 17.45 and informed the Station Master of this fact, though it is open to surmise if this statement refers to O. B. Trebandy or to Babu P. C. Roy, who relieved Trebandy at 18 hours.

Under any circumstances I consider O. B. Trebandy to blame for carelessness, inasmuch as, being acquainted with rule No. 66 prohibiting vehicles being run behind rear brake-vans between Benares Cantonment and Moghal Serai, that he did not at once have the truck cut off the train and properly secured in accordance with rule 171 aforementioned.

(d) Babu P. C. Roy, who came on duty at 18 hours, was informed by Guard Carroll at the time he was handing him the line clear that he had detached a truck from the rear of the train probably before it received the kick from the starting train. Roy had no time to secure it; but I think that he is to blame for the delay that occurred in wiring to Benares Cantonment that a vehicle had escaped. The truck had actually travelled 2 miles out, and had been returned to the station by hand-shunting before he sent off a telegram, and this should have been done at once in accordance with rule 212, General Rules for open lines.

5. *Conclusion.*—This accident, though unattended with any grave consequences, is of a class that might prove very serious.

The rules, both general rules and working rules, appear to provide amply for security if strictly adhered to, and it is desirable to enforce adherence thereto on the part of the railway staff.

This accident, though trivial in itself, embraces a variety of neglectful actions on the part of the staff.

6. Rule 13, Appendix C,* to Act IX Railways, defines that it is desirable in all possible cases that the three executive departments should be represented in a joint enquiry. In this case only the Engineering and the Traffic Departments were represented.

* Oudh and Rohilkhand Railway rules for reporting accidents.

Proceedings of a Joint Official Committee held at Benares Ganges on the 13th April 1894 to enquire into the particulars of an E class accident which occurred at Benares Ganges on the 1st April 1894.

PRESENT :

Executive Engineer	...	...	...	President.
District Traffic Superintendent	...	...	...	Member.

History.

At about 18.20 hours on the 1st April 1894 truck No. 233 loaded with engineering ballast ran out of the Benares Ganges yard after it had been detached from No. 54 Down Goods train. The truck was attached behind the rear brake-van of No. 54 Down Goods train at Benares Cantonment, and as it was against the rules it had to be detached at Benares Ganges.

At about 18.40 at mile 8 the truck was met by the Permanent-way and the Traffic Inspectors (who were trolleying down to Benares Ganges) running down the gradient towards Benares Cantonment at a speed of about 9 miles an hour. The trolley was pushed back out of the line and the truck was brought to a stand by the two inspectors in half a mile distant from the spot where it was first found by holding back the buffers. The truck was hand-shunted back by the two inspectors and trollymen as far as mile 7, telegraph post 14, where they met a number of coolies sent out by the Station Master, Benares Ganges, in chasing the truck, and they shunted it back to Benares Ganges, from which it had run out of siding.

Finding.

From the statements made by Guard Carroll, Gunner Jhugru, and Station Master, Benares Cantonment, it is clear Gunner Jhugru acted on his own responsibility in attaching the truck behind the rear brake-van of No. 54 Down Goods; and as it was attached in contravention of

rule 86, page 13, of the Working Instructions of the Time Table, the Guard was justified in detaching the vehicle at Benares Ganges, but neglected to see that it was secured.

If immediately after the vehicle had been detached steps were taken by the staff at Benares Ganges to secure the vehicle, the accident might have been averted.

The Gunner is primarily to blame, and we recommend that he be reduced by Rs. 1 for six months. The Station Master, Assistant Station Master, Benares Ganges, and Guard should all be warned for their negligence in failing to take more prompt action to prevent any possibility of the truck getting away.

Statement of Babu P. C. Roy, Night Station Master, Benares Ganges Station, age 29, service 8 years as Signaller and Assistant Station Master: I came on duty at 18 hours on 1st April 1894, when I found No. 54 Down Goods standing in the siding waiting to proceed to Moghal Serai. At 18-20 I handed the line clear personally to the Guard, Mr. Carroll, when he told me there was a truck standing behind his brake-van, and asked me to return it to Benares Cantonment. I asked him, "Did you or any one detach it?" He replied, "I have detached it." As the train started, it gave a jerk backwards, and as I looked towards Benares Cantonment side, I saw the truck in motion going out of the yard. I immediately called all the station khallasies, and ran after the truck to stop it; but we could not reach it in time, as it was moving on a descending gradient towards cantonment. I enquired at the time from the Line Jemadar Pahlwan Singh and Porter Govind and Ramjiwan Sampat, but they denied all knowledge of the truck. The Pointsman Narain Singh told me he knew nothing about the truck. I did not ask the Guard why he brought a truck attached behind his brake-van. The train arrived at 17-10. I did not block the line. I went as far as the distant signal and got back to the station at 18-50, and was writing out the telegram reporting the accident to all concerned, when the truck was returned back at 19 hours. The Permanent-way Inspector and Traffic Inspector, Messrs. Morgan and Creed, came on a trolley with the truck. I have been working at this station for three months as Assistant Station Master. It is the practice never to hand-shunt a vehicle towards the north side of the station unless there is a brake-van attached in front of the vehicle.

Statement of O. B. Trebandy, Assistant Station Master, Benares Cantonment, Relieving Station Master, Benares Ganges Station, age 31 years, service 10 years as Signaller and Assistant Station Master: I relieved the Station Master, Benares Ganges, on the 18th March, and was on duty in charge of the station on the 1st April 1894. No. 54 Down Goods arrived at 17-10. As there was not sufficient time for the train to reach Moghal Serai without detaining No. 8 Down Local, I had the train shunted into the siding. No. 54 Down Goods was running 1 hour 21 minutes before time. I gave line clear for No. 8 Down Local at about 17-12. I noticed there was a loaded truck attached behind the brake-van of No. 54 Down Goods as it was being shunted into the siding. I enquired from the Guard whether there was any vehicle to be detached, and he informed me there was not. The Guard pressed me to be allowed to proceed on to Moghal Serai. I told him No. 8 Down was about to leave Benares Cantonment, and there was no time. I took down the number of the truck 233 intending to report the matter, as it was contrary to rule a vehicle running behind the rear brake-van between Benares Cantonment and Moghal Serai. The Guard informed me he knew nothing about the truck, as there was no entry of it in his vehicle summary. He told me he was going to take it on to Moghal Serai, and I did nothing further in the matter. I told the Assistant Station Master to ask line clear for No. 54 Down Goods to Moghal Serai. He heard the conversation between me and the Guard. I went off duty at 18 hours. I have been Assistant Station Master here for six months before, and have been Assistant Station Master at Benares Cantonment for the past six months.

Statement of Guard J. C. Carroll, in charge of 54 Down Goods from Fyzabad to Moghal Serai, age 40, service six months: On the 1st April 1894 I was Guard in charge of No. 54 Down Goods. My train arrived at Benares Cantonment at 15-20. I detached five wagons. At 16-50 I, in company with the Station Master, inspected the train and found it intact. A ballast truck was one wagon's length in rear of the brake-van at the time of inspection. I went to the office with Station Master, received line clear from him, and I went to the engine to make it over to the Driver. In the meantime I had received no information from the Station Master about attaching on wagon. The Driver moved off. I waited the arrival of brake-van and jumped in, and, after crossing the outermost points, I gave the all-right signal to the Driver. I was not aware that a wagon was attached to the rear brake until arrival at facing points at Benares Ganges. On arrival at Ganges at 17-5 I detached the wagon, went to the station, and reported the matter to the Station Master on duty, informing him at the same time that a wagon was detached from the train. No. 54 Down Goods was detained 1 hour and 15 minutes waiting arrival of No. 8 Down Local at Moghal Serai. At 18-20 I received line clear from the Station Master. The wagon in question was then in a correct state. I gave line clear to the Driver and left Ganges Station. My train was admitted on to the second line, and I left the truck standing between the bridge and the end of the platform uncoupled from my brake.

Statement of Jhugru Gunner, age about 35, service over 20 years, pay Rs. 10 : I was on duty on 1st April 1894 when No. 54 Down Goods arrived. She arrived before 16 hours and left before 17 hours. I coupled the truck No. 233 in the rear of brake-van of No. 54 Down Goods myself, having been requested to do so by one of the coolies of the Engineering Department, who said it had to go to Benares Ganges Station. I am aware of the rule prohibiting a vehicle being attached behind the rear brake-van between Benares Cantonment Station and Moghal Serai; but on this occasion all the lines in the yard being blocked, supposing the case being urgent, I coupled the truck behind the brake-van. I failed to ask the Station Master for permission before doing so. At 16-30 I informed the Train Clerk Durga Pershad, pointing out to him that I had attached a truck for Rajghat behind the brake-van.

Statement of Durga Pershad, Clerk, age 20, service 18 months, pay Rs. 10 : On the 1st instant I was at Benares Cantonment Station on arrival of 54 Down Goods on duty. It is the custom to take the numbers of all vehicles attached to and detached from trains. From the train in question five vehicles were detached at Benares Cantonment, but none were attached to my knowledge up to the time of the departure of the train. After the train had left, the Gunner informed me that he had attached a truck, the number of which was 233.

Statement of Dhowtal, Head Baildar of temporary gang : States that the truck in question was loaded with kunker at the goods shed, and it was intended to carry it to the lime kiln opposite the engine shed. By some mistake it was attached behind No. 54 Down Goods by Gunner or his men.

Statement of Babu Thakur Pershad, Station Master, Benares Cantonment, age 43 years, service 22 years, 12 years as Station Master : I was on duty on the 1st April 1894 at the time of arrival of No. 54 Down Goods at Benares Cantonment. No. 3 Up Mixed was standing on No. 1 platform and No. 8 Down Local on platform No. 2. No. 49 Up Goods was standing on the second line next to platform No. 1, and No. 54 Down Goods was standing on main or third line. This train left at 16-50. I was not aware of any truck going attached behind the brake-van. I only saw the front half of the train go out of the station, my attention being called to No. 3 Up as she was to leave at 16-55. It was about 18 hours when intimation was received from Benares Ganges Station that a truck had run away. It was then that Gunner Jhugru brought to my notice that a truck loaded with ballast had been attached in rear of 54 Down Goods. I asked him by whose orders it was done. He replied that a permanent-way cooly at the last moment, when all the lines were blocked, asked him to send this truck to Benares Ganges. He thought the cooly must have taken orders from me. The pilot not being available, and having no means of attaching the truck in front owing to the lines all being occupied, he attached the truck in rear, thinking, as it had such a short distance to go, there would be no harm. I had inspected the train and accompanied the Guard with the line clear up to the end of the platform. The truck must have been attached at the last moment. The Gunner permitted the truck No. 233 to be attached without my permission and without informing me. Truck No. 233 was received as empty by No. 39 Up Local of 24th ultimo from Moghal Serai, and was in use in the station yard from the 24th ultimo to the 1st instant by the Engineering Department for ballasting purposes.

Statement of W. J. Creed, Traffic Inspector, Benares, service 8 years, salary Rs. 200 : On April 1st, at about 18-40 at mile 8, whilst trollying with Permanent-way Inspector, Benares Cantonment, to Benares Ganges, we met a truck running toward Benares Cantonment at about nine miles per hour. The trolly was pushed back out of the way, and the Permanent-way Inspector and myself, as the truck passed, jumped at the buffers, and by holding back brought it to a stand in about half a mile. We then started towards Benares Ganges, hand-shunting the truck with the assistance of the trollymen, and at mile 7, telegraph post 14, we were met by a number of coolies who had been sent out by the Station Master in chase of it, and it was by them hand-shunted back to siding line at Benares Ganges, from which line it had started.

On arrival at Benares Ganges enquiries were made that resulted in the following information. The truck had been attached to the Down Goods by mistake at Benares Cantonment, had been out off at Benares Ganges without any precautions to secure it, and the train in starting had first put back, which started the truck moving and got it past gradient post in siding, when it ran back, burst through points, and so on, on to main line.

(True copy.)

SIMLA ;

The 9th August 1894.

L. G. PRICKETT,

Offg. Under-Secy. to the Govt. of India,
Public Works Department.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 29TH JULY 1894,
AND FROM 1ST TO 28TH JULY 1894.**

N.B.—As regards the figures in column Total Earnings from 1st July 1894, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1893.		WEEK ENDING 29TH JULY 1893.				WEEK ENDING 28TH JULY 1894.				Earnings from 1st to 29th July 1893.	Earnings from 1st to 28th July 1894.	Increase.	Decrease.	
			Earnings.		Mean mileage worked.	Per mile open per week.	Earnings.		Mean mileage worked.	Per mile open per week.					
			Total.	Rs.			Total.	Rs.							
State lines worked by companies.															
Standard gauge—															
East Indian	552	1,634	7,31,753	448	1,683	8,49,948	505	32,68,824	34,73,576	2,04,752	...	...	
Bengal-Nagpur	107	863	77,131	80	862	55,319	64	3,33,795	2,53,139	...	...	80,636	
Indian Midland (a)	112	752	65,158	87	752	87,095	116	2,70,034	3,34,431	63,797	...	...	
Bezawada extension	100	21	2,145	102	21	2,297	109	7,969	8,034	65	...	...	
Metre gauge—															
Rajputana-Malwa (b)	216	1,699	2,71,959	160	1,719	2,65,510	154	11,94,452	14,00,460	2,06,008	...	...	
Palampur-Deesa	49	...	...	...	17	510	30	...	2,440	...	...	...
South Indian	142	1,043	1,36,785	131	1,042	1,48,660	142	6,46,717	6,42,504	...	...	4,213	
Mayavaram-Mutpet . . . . .	...	...	...	...	54	3,510	65	...	17,048	...	...	17,048
Southern Mahratta (c)	90	1,156	90,648	78	1,164	1,20,113	103	4,49,341	4,81,770	32,429	...	...	
Bengal and North-Western (d)	108	756	63,179	84	756	96,470	128	3,22,819	4,10,460	87,641	...	...	
Rohilkund and Kumaon (Lucknow-Bareilly section)	59	199	9,757	49	200	9,325	47	42,953	44,187	1,234	...	...	
TOTAL															
221	8,123	14,48,515	178	8,270	16,38,766	198	65,37,504	70,68,049	5,30,545	...	...		
State lines worked by the State.															
Standard gauge—															
North Western (state), (e)	222	2,509	4,36,260	174	2,507	4,60,040	183	20,58,073	23,00,828	3,32,755	...	...	
Oudh and Rohilkhand (state)	206	692	1,23,000	178	797	1,83,725	231	5,22,997	7,35,397	2,12,439	...	...	
Eastern Bengal (state) (including metre and 2' 6" gauges)	345	777	2,07,152	267	813	2,38,360	291	6,76,076	8,07,000	1,30,924	...	...	
Bengal Central (f)	121	125	14,216	114	125	14,690	118	53,456	56,090	2,634	...	...	
East Coast (state)	71	266	(g) 5,569	21	321	24,281	76	(g) 17,706	80,224	68,518	...	...	
Metre gauge—															
Burma (state)	133	730	85,559	117	780	1,11,779	153	4,03,971	4,85,293	81,322	...	...	
Special gauges—															
Jorhat (state provincial)	57	25	1,674	67	25	1,808	72	7,304	7,096	...	...	208	
Cherra-Companyganj (state provincial)	52	8	440	55	8	412	52	1,464	1,699	235	...	...	
TOTAL															
216	5,132	8,73,870	170	5,326	10,35,095	194	37,41,017	45,69,627	8,28,610	...	...		
Lines worked by guaranteed companies.															
Standard gauge—															
Great Indian Peninsula (h)	392	1,490	4,70,461	316	1,490	3,46,108	232	10,71,911	16,95,421	...	...	2,76,490	
Bombay, Baroda and Central India	495	461	1,61,840	351	461	92,000	200	6,99,922	7,06,000	6,078	...	...	
Madras	239	840	1,74,472	268	840	1,96,582	234	8,11,190	7,63,181	...	...	48,009	
TOTAL															
363	2,791	8,06,773	289	2,791	6,34,690	227	34,83,023	31,64,602	...	...	3,18,421		
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.															
244	16,046	31,29,158	195	16,387	33,08,551	202	1,37,61,544	1,48,02,278	10,40,734	...	...		
Standard gauge—															
Delhi-Umballa-Kalka	145	161	20,125	125	161	19,586	122	82,483	91,508	9,025	...	...	
Tarkessur	213	22	5,326	242	22	3,939	179	18,530	20,130	1,600	...	...	
Metre gauge—															
Rohilkund and Kumaon (Company's section)	123	67	7,586	113	67	5,430	81	32,151	30,231	...	...	1,920	
Bengal Doonars	97	27	1,668	62	36	5,440	151	7,334	17,100	10,168	...	...	
Dibru-Sadiya	127	78	12,930	166	78	10,954	140	34,773	44,369	9,596	...	...	
Special gauge—															
Darjeeling-Himalayan	241	51	7,666	150	51	13,764	270	45,908	46,127	219	...	...	
TOTAL															
150	406	55,301	136	415	59,122	142	2,21,177	2,49,865	28,688	...	...		
Lines owned by native states and worked by other agencies.															
Standard gauge—															
The Nizam's guaranteed state	145	333	38,573	116	333	55,167	166	1,87,673	2,24,795	37,122	...	...	
The Gaekwar's Pottal	82	13	1,058	81	13	460	35	3,740	2,760	...	...	89	
Rajputana-Bhatinda	119	103	13,500	125	108	15,504	144	55,928	64,637	8,709	...	...	
Kolar-Goldfields . . . . .	...	...	...	...	10	2,852	285	...	11,035	...	...	...
Metre gauge—															
Southern Mahratta (Mysore section) (i)	96	331	26,927	81	362	29,637	82	1,30,068	1,21,591	...	...	8,497	
The Gaekwar's Mehsana	59	93	2,881	31	93	2,450	26	15,108	15,880	612	...	...	
Kolhapur	73	29	1,957	67	29	1,738	60	8,611	6,768	...	...	1,843	
Special gauge—															
The Gaekwar's Dabhoi	53	72	2,859	40	72	1,880	12	14,588	6,940	...	...	7,648	
TOTAL															
108	979	87,755	90	1,020	1,08,778	107	4,15,905	4,54,406	38,501	...	...		
Lines owned and worked by native states.															
Metre gauge—															
Bhavnagar-Gondal-Junagarh-Porbandar	90	334	22,808	68	334	13,168	39	1,00,048	67,557	...	...	32,491	
Jetalsar-Rajkot	61	46	2,140	47	46	1,881	41	9,240	12,476	...	...	764	
Jodhpur-Bikaner	46	364	13,289	37	364	14,500	40	54,548	60,200	6,852	...	...	
Special gauge—															
Morvi	62	94	4,335	46	94	1,518	16	20,009	14,602	...	...	5,407	
TOTAL															
66	818	42,572	51	838	31,067	41	1,93,845	1,52,035	...	...	31,810		
GRAND TOTAL															
226	18,269	33,14,786	181	18,660	35,10,518	188	1,45,81,471	1,56,58,584	10,76,113	...	...		

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the earnings of the Bezawada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Manmad, Khangaon, and ...

(i) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

L. G. PRICKETT,
Offg. Under Secy.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XVII of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 29TH JULY 1893.				WEEK ENDING 28TH JULY 1894.				Earnings from 1st April to 29th July 1893.	Earnings from 1st April to 28th July 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	602	1,634	7,31,753	448	1,683	8,49,948	505	1,64,39,061	1,72,01,797	7,62,736	...	...
Bengal-Nagpur	149	863	77,131	89	862	55,319	64	22,78,286	21,16,284	...	1,62,002	...	
Indian Midland (a)	132	752	65,158	87	752	87,095	116	16,76,476	19,44,605	2,68,129	...	...
Bezawada Extension	95	21	2,145	102	21	2,297	109	32,598	42,134	9,536	...	...
Metre gauge—													
Rajputana-Malwa (b)	261	1,699	2,71,959	160	1,719	2,65,510	154	78,23,312	88,16,893	9,93,581	...	...
Palampur-Deesa	41	...	...	...	17	510	30	...	12,901	12,901	...	...
South Indian	144	1,043	1,36,785	131	1,042	1,48,660	142	28,83,237	27,34,497	...	1,48,740	...	
Máyavaram-Mutpet	...	...	...	...	54	3,519	65	...	(c) 54,968	64,968	...	...
Southern Mahratta (d)	100	1,156	90,648	78	1,164	1,20,113	103	22,09,429	24,06,715	1,97,286	...	...
Bengal and North-Western (e)	132	756	63,179	84	756	96,470	128	19,46,275	21,43,689	1,97,414	...	...
Rohilkund and Kumaon (Lucknow-Barcelly section)	67	199	9,757	49	200	9,325	47	2,54,917	2,97,468	42,551	...	...
TOTAL	250	8,123	14,48,515	178	8,270	16,38,766	198	3,35,43,591	3,77,81,051	22,38,360	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state) (f)	232	2,509	4,36,260	174	2,507	4,60,040	183	95,62,248	1,06,95,621	11,33,373	...	...
Oudh and Rohilkhand (state)	242	692	1,23,000	178	797	1,83,725	231	30,60,681	37,04,477	6,43,796	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	309	777	2,07,152	267	813	2,38,360	293	31,17,600	35,20,859	4,03,169	...	...
Bengal Central (g)	120	125	14,216	114	125	14,690	118	2,41,329	2,62,832	21,503	...	...
East Coast (state)	66	266	(h) 5,569	21	321	24,281	76	(h) 85,082	4,66,048	3,80,966	...	...
Metre gauge—													
Burma (state)	171	730	85,559	117	730	1,11,779	153	21,10,934	20,39,659	...	71,275	...	
Special gauges—													
Jorhát (state provincial)	49	25	1,674	67	25	1,808	73	25,641	23,725	...	1,916	...	
Cherra-Companyganj (state provincial)	54	8	440	55	8	412	52	7,084	8,236	1,152	...	...
TOTAL	225	5,132	8,73,870	170	5,326	10,35,095	194	1,82,10,689	2,07,11,457	25,00,768	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (i)	510	1,490	4,70,461	316	1,490	3,46,108	232	1,40,27,356	1,24,82,297	...	15,45,059	...	
Bombay, Baroda and Central India	638	461	1,61,840	351	461	92,000	200	58,03,442	60,00,162	1,96,720	...	...
Madras	238	840	1,74,472	208	840	1,00,582	234	34,49,051	34,14,006	...	35,645	...	
TOTAL	449	2,791	8,06,773	289	2,791	6,34,690	227	2,32,80,449	2,18,96,465	...	13,83,984	...	
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	277	16,046	31,29,158	195	16,387	33,08,551	202	7,70,34,729	8,03,89,873	33,55,144	...	...
State lines worked by native states and worked by other agencies.													
Standard gauge—													
Delhi-Umballa-Kalka	150	161	20,125	125	161	19,586	122	3,80,982	4,78,284	88,302	...	...
Tarakesur	253	22	5,326	242	22	3,939	179	1,00,496	1,12,564	12,068	...	...
Metre gauge—													
Rohilkund and Kumaon (Company's section)	136	67	7,586	113	67	5,439	81	1,69,515	1,59,581	...	9,934	...	
Bengal Doonars	69	27	1,668	62	36	5,440	151	27,063	47,489	20,426	...	...
Dibrui-Sadiya	130	78	12,930	106	78	10,954	140	1,66,614	1,88,644	22,030	...	...
Special gauge—													
Darjeeling-Himalayan	238	51	7,666	150	51	13,764	270	2,26,170	2,19,055	...	7,115	...	
TOTAL	154	406	55,301	136	415	50,122	142	10,79,840	12,05,617	1,25,777	...	...
Lines owned by native states and worked by native states.													
Standard gauge—													
The Nizam's guaranteed state	158	333	38,573	116	333	55,167	166	9,32,482	10,07,646	1,65,164	...	...
The Gaekwar's Petlad	92	13	1,058	81	13	460	35	21,384	24,882	3,498	...	...
Rajpura-Bhatinda	129	108	18,500	125	108	15,594	144	2,45,827	2,93,369	47,542	...	...
Kolar-Goldfields	...	...	...	...	10	2,852	285	...	(j) 23,490	23,490	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (k)	95	331	26,927	81	362	29,637	81	5,85,220	5,55,329	...	29,891	...	
The Gaekwar's Melisana	75	93	2,891	31	93	2,450	26	1,14,583	1,30,104	15,581	...	...
Kolhapur	77	29	1,957	67	29	1,738	60	39,752	45,577	5,825	...	...
Special gauge—													
The Gaekwar's Dabhoi	67	72	2,859	40	72	880	12	95,385	84,902	...	10,483	...	
TOTAL	115	979	87,755	90	1,020	1,08,778	107	20,34,633	22,55,359	2,20,726	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junágarh-Porbandar	118	334	22,868	68	334	13,168	39	8,06,729	6,48,638	...	1,58,091	...	
Jetalsar-Rajkot	60	46	2,140	47	46	1,881	41	(l) 38,525	52,083	13,558	...	...
Jodhpur-Bikaner	54	364	13,289	37	364	14,500	40	2,81,104	4,07,703	1,26,599	...	...
Special gauge—													
Morvi	67	94	4,335	46	94	1,518	16	1,10,448	1,11,758	1,310	...	...
TOTAL	81	838	42,572	51	838	34,067	41	12,36,806	12,20,162	...	16,644	...	
GRAND TOTAL	257	18,269	33,14,786	181	18,660	35,10,518	188	8,13,86,008	8,50,71,011	36,85,003	...	...

(a) Includes the Bhopal Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 28th July 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section is the property of the Bengal and North-Western Railway.

(f) Includes the Kashmir and Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the earnings of the Bezawada-Godávari section.

(i) Includes the Wardha Coal, Dhond-Mamud, Khámgaon, and Amráoti railways.

(j) Total earnings from 1st June to 28th July 1894.

(k) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(l) Total earnings from 12th April to 29th July 1893.

L. G. PRICKETT,

Offg. Under Secretary.

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SUPPLEMENT TO The Gazette of India.

No. 33.} CALCUTTA, SATURDAY, AUGUST 18, 1894.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

REPORT UPON THE OPERATIONS OF THE CURRENCY DEPARTMENT FOR THE YEAR 1893-94.

No. 99. dated Calcutta, the 28th July 1894.

From—The Officiating Head Commissioner of Paper Currency, Calcutta,
To—The Secretary to the Government of India, Finance and Commerce Department.

I have the honour to submit the report upon the operations of the
Currency Department for the year 1893-94.

Arrangement of Subjects.

PARAS.

2. OFFICERS IN CHARGE.
3. ACCOUNTS AND AUDIT.
4. CIRCULATION.
21. ANALYSIS OF CIRCULATION.

22. THE RESERVE—
24. The Investment.
25. Profits of Circulation.

TRANSACTIONS WITH THE PUBLIC—

26. Issue and Receipt of Notes.
32. Encashment of Foreign Notes.
35. Issue and Receipt of Coin.
39. State of the Coinage.
46. Exchange of small Coin.
47. Receipts and Coinage of Bullion.
49. Transactions at Agencies.
51. CLAIMS ON LOST NOTES.
52. FRAUD AND FORGERY.

PARAS.

56. REMITTANCES OF SILVER.
57. TREASURY STATISTICS.
61. RECEIPTS AND EXPENDITURE.

Prescribed Statements.

- No. I.—Statistics of Circulation during 1893-94.
- " II.—Statement of Notes issued, received and cancelled during 1893-94.
- " III.—Statement of Receipts and Expenditure.
- " IV.—Classification of Treasuries according to encashment of Notes.
- " V.—Statistics of Treasury and other Balances on 31st December 1893.

Other Statements.

- No. VI.—Issues and Receipts of Home Notes.
- " VII.—Issues and Receipts of Coin.
- " VIII.—Value of Notes in circulation from 1869-64.
- " IX.—Details of ditto ditto 1880.

OFFICERS IN CHARGE.

2. Mr Stephen Jacob was Head Commissioner from 1st April 1893 to 27th March 1894, except between the 3rd November and 3rd December 1893,

when Mr. H. G. Cowie held temporary charge. Mr. A. F. Cox took charge of the office on the 28th March 1894.

The other Circle Offices were in charge of the officers mentioned below :—

Bombay.—Mr. A. F. Cox was Commissioner from 1st April 1893 to 16th March 1894, when Mr. O. T. Barrow took over charge of the office.

Madras.—Mr. T. W. Rawlins was Commissioner throughout the year, except from 4th August to 29th September 1893, when Mr. J. E. Cooke held temporary charge.

Rangoon.—Mr. T. Hesketh Biggs was Commissioner during the whole year.

ACCOUNTS AND AUDIT.

3. The monthly audit of the accounts has been duly reported for each Office to the Comptroller General, and special audits have also been made of the Calcutta, Madras, and Allahabad Offices.

CIRCULATION.

4. The following figures show the gross and net circulation* at the beginning and end of the year :—

	Gross circulation.	Retired by other offices.	Net circulation.
	R	R	R
1st April 1893	26,88,12,195	47,93,995	26,40,18,200
31st March 1894	30,93,16,170	51,49,860	30,41,16,310

The net circulation at the end of the year exceeded that at the commencement by Rs. 4,00,98,110, or 15.18 per cent. The highest figure in the year, which is also the highest point yet touched by the circulation, was reached in January, 1894. The circulation was then upwards of 30½ crores of rupees.

5. The average net circulation at the end of each month of the last five years was as follows :—

	R
1889-90	16,15,14,963
1890-91	22,88,92,275
1891-92	25,48,62,371
1892-93	27,09,95,680
1893-94	28,29,15,237

6. The variations in the net circulation of each Circle are shown in the following table :—

LAST DAY OF	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi.	Madras.	Calcut.	Rangoon.	TOTAL.
(Thousands of Rupees.)									
March 1893	10,74,54	1,49,02	1,63,16	7,87,54	78,80	3,08,70	11,86	66,56	20,40,18
April "	9,90,58	1,07,05	1,54,46	7,44,65	81,42	2,76,21	14,72	43,50	24,21,60
May "	10,73,64	1,14,55	1,50,14	7,65,54	78,90	2,68,19	14,94	33,64	24,99,44
June "	11,43,73	1,24,34	1,47,32	8,61,50	72,47	2,49,39	16,05	34,24	26,48,94
July "	11,02,29	1,26,91	1,50,30	9,45,38	70,00	2,38,66	16,67	55,29	27,04,59
August "	11,28,32	1,31,01	1,55,46	10,38,97	66,08	2,32,00	17,10	61,07	28,30,10
September "	11,84,39	1,30,66	1,37,60	10,36,83	66,35	2,27,85	17,96	78,42	28,98,15
October "	11,41,10	1,34,26	1,26,89	10,83,08	63,84	2,21,02	17,74	71,09	28,59,02
November "	11,64,78	1,38,70	1,38,82	11,21,80	65,33	2,23,75	15,13	73,86	29,62,12
December "	11,41,43	1,54,94	1,67,48	11,43,60	64,70	2,50,00	16,66	74,11	30,13,32
January 1894	12,42,80	1,33,11	1,63,63	11,04,26	63,24	2,76,18	16,98	51,39	30,51,59
February "	12,39,79	1,11,44	1,49,79	10,74,41	61,17	3,34,52	10,97	40,70	30,19,79
March "	12,80,80	1,14,54	1,21,40	10,36,24	71,05	3,64,80	12,20	39,53	30,41,16
Average of last twelve figures.	11,55,00	1,26,79	1,46,94	9,98,02	68,76	2,63,56	15,51	54,57	28,39,15
Average of 1892-93	10,42,49	1,23,28	1,56,39	9,09,50	82,27	2,83,00	11,61	95,52	27,09,06
" 1891-92	9,71,76	1,22,57	1,34,17	8,90,04	67,61	2,76,70	22,75	58,02	25,43,63

* A note is in "Gross circulation" when it is not yet returned to the original office of issue; but if it has meantime been paid off by another office of issue, and is held by it pending return to the original office of issue, then it has ceased to be in "net circulation," though it is still part of the "Gross circulation."

7. This statement creates an impression that the use of Currency Notes by the public has continued to increase during the past year, but this is not really the case. The figures include those notes which represent the balances of the

Government Reserve Treasuries, which are, as far as possible, held in notes, and almost entirely in those of the highest value, the coin being handed over to the custody of the Currency Department. The amount thus held by the Department was—

on 31st March	1891,	328 lakhs.
" " "	1892,	344 "
" " "	1893,	241 "
" " "	1894,	292 "

8. Before the circulation of paper currency among the public and Banks can be ascertained, it is therefore necessary to exclude the Government Reserve Treasury Notes. This is done in the following statement:—

LAST DAY OF	CALCUTTA.			BOMBAY.			MADRAS.			OTHER CIRCLES.			TOTAL		
	1891-92.	1892-93.	1893-94.	1891-92.	1892-93.	1893-94.	1891-92.	1892-93.	1893-94.	1891-92.	1892-93.	1893-94.	1891-92.	1892-93.	1893-94.
(In lakhs of Rupees.)															
April 1893	9.09	8.30	9.16	6.92	6.69	6.63	2.52	2.40	2.53	3.78	3.87	4.01	22.31	31.25	22.33
May "	9.51	8.12	8.94	7.24	7.08	6.75	2.54	2.62	2.16	3.83	4.04	3.92	23.12	21.80	21.77
June "	10.17	8.73	9.03	7.42	7.82	7.78	2.03	2.49	2.38	4.26	4.20	3.94	24.45	23.33	23.18
July "	10.58	9.07	9.08	8.02	8.56	8.30	2.65	2.55	2.20	3.90	4.02	4.18	25.16	25.10	23.76
August "	10.51	9.36	7.99	7.86	9.09	9.28	2.56	2.65	2.03	4.19	4.95	4.31	25.14	26.05	23.61
September "	9.03	9.45	8.07	8.71	9.07	8.45	2.47	2.81	2.20	4.49	5.13	4.29	24.70	27.00	23.01
October "	8.57	9.52	8.28	8.99	9.86	7.27	2.55	2.83	2.14	4.37	5.53	4.14	24.46	27.76	21.83
November "	8.45	9.48	8.93	8.96	9.78	8.36	2.63	2.60	2.22	4.38	5.68	4.32	24.42	27.48	23.83
December "	8.08	9.16	7.92	8.08	8.27	7.87	2.60	2.84	2.30	4.37	5.04	4.78	23.72	26.31	22.77
January 1894	8.20	9.78	8.05	6.20	7.74	5.99	2.38	2.75	2.19	3.80	4.49	4.28	20.67	24.70	20.51
February "	9.21	9.78	7.68	5.51	7.13	5.72	2.32	2.75	2.40	3.72	4.37	3.74	20.76	24.08	19.52
March "	8.89	9.82	7.85	5.68	6.90	6.38	2.52	2.57	2.72	3.55	4.70	3.59	20.64	23.99	20.49
AVERAGE	9.25	9.21	8.40	7.47	8.21	7.40	2.53	2.67	2.29	4.05	4.74	4.12	23.30	24.83	22.21

9. The following table shows the circulation in lakhs of rupees on the last day of each month (the Reserve Treasury balances being again excluded), with the increase or decrease in circulation compared with the previous month, the net imports of silver, the cash balances in the head offices of the Presidency Banks, and the monthly highest and lowest rates of exchange obtained for Council Bills:—

MONTH.	Circulation in lakhs on last day of month.	Increase or decrease in circulation compared with previous month.	Net imports of silver in lakhs.	CASH BALANCES OF HEAD OFFICES IN PRESIDENCY BANKS.		Bank of Bengal minimum rate of interest on last day of month.	RATES OF EXCHANGE FOR COUNCIL BILLS.	
				Total on last day of month.	Increase or decrease compared with previous month.		Highest.	Lowest.
March 1893	23.99	...	...	2.57	...	5	...	...
April "	22.33	-1.66	83	1.78	-79	7	1-2 1/2	1-2 1/2
May "	21.77	-56	1.56	2.02	+24	7	1-3	1-2 1/2
June "	23.13	+1.36	1.24	3.74	+1.72	4	1-4	1-2 1/2
July "	23.76	+63	2.02	4.88	+1.14	4	1-3 1/2	1-3 1/2
August "	23.61	-15	73	4.84	-4	4	1-3 1/2	1-3 1/2
September "	23.01	-60	80	4.08	-76	4	1-3 1/2	1-3 1/2
October "	21.83	-1.18	1.18	3.25	-83	4	1-3 1/2	1-3 1/2
November "	23.83	+2.00	40	5.36	+2.11	4	1-3 1/2	1-3 1/2
December "	22.77	-1.06	92	3.34	-2.02	4	1-3 1/2	1-3 1/2
January 1894	20.51	-2.26	1.55	1.69	-1.65	6	1-2 1/2	1-2 1/2
February "	19.52	-99	1.17	1.58	-13	10	1-2 1/2	1-1 1/2
March "	20.49	+97	80	2.27	+71	8	1-2 1/2	1-1 1/2
TOTAL . . . . .	...	-3.50	13.15	...	-30	...	...	...

10. These figures give a truer idea of the extent to which paper money has been in use during the year, and show a falling off which becomes more and more apparent as the end of the year is approached. The tendency has always been towards a minimum circulation in April-May, after which there has generally been a rise until a maximum has been reached about October-November. Last year, however, if we neglect the month of November, the ordinary increase came to an end in July, and the circulation remained fairly steady until January, when it decreased, until in March 1894 it was rather less than it had been on the same date in 1892. In 1890-91 the circulation largely and suddenly increased in consequence of speculation in silver, due to anticipated monetary legislation in America. Trade was at the same time dull, and the Presidency Banks, unable to make use of their large balances, exchanged considerable sums for Currency Notes. The effect of this over-supply of coin affected the circulation of Paper Currency in the following years. The cause of the recent falling off has undoubtedly been the closing of the Mints to public coinage on 26th June 1893. Coinage was not at once stopped as Government consented to purchase from several Exchange Banks 75,82,092 oz. of silver bullion which they had imported with a view to coinage and for which the sum of 180 lakhs was paid during the months of July and August. Coinage of whole rupees ceased in August, since which month the metallic currency has not been enlarged by any addition of whole rupees from the Mints. But, even after it was known that public coinage was stopped, a very large quantity of silver entered the country, chiefly by way of Bombay, whence it was sent mainly to the Punjab, Rajputana and North-Western Provinces. To what extent this uncoined silver has brought hoarded coin into circulation it is difficult to decide; but it is evident, from the figures given in paragraphs 8 and 9, that the currency used by the people has become considerably contracted. While the quantity of money in the market went on decreasing, that in the Treasuries of Government continued to increase in consequence of the inability of the Secretary of State to sell bills upon India, except to a very moderate extent. Less than 17 crores of rupees was paid on account of Council Bills during the whole official year, and more than half of this between April and June 1893. On 31st March 1894 the total Government balances in all treasuries amounted to 26 crores instead of about 15 or 16 crores as usual, and this circumstance accounts for the very large sum shown in paragraph 7 as held by the Currency Department on account of the Reserve Treasuries.

11. The contraction in the circulation has been felt pretty equally in all circles, but it is not of much use to attempt to explain the variations in individual circles, for these depend largely upon transfers made for the temporary convenience of Government or of Banks, which are afforded facilities for transferring funds from one part of India to another through the Government Account or through the Currency Department. All such transfers have an immediate effect upon the circulation reducing that of one circle, while they enhance that of another. Notes of sub-circles are also largely held by Banks, because they can be cashed at either the circle or sub-circle office. Thus the circulation of the Allahabad Circle, for instance, is largely dependent on the amount of its notes held by the Bank of Bengal.

12. The figures in the following table show for the last three years the circulation after deducting notes held in the cash balances of the Head Offices of the Presidency Banks, which never leave the neighbourhood of the Presi-

dency towns. It was remarked last year that the figures thus corrected represent most truly what may be considered to be the real circulation of paper money. They show that this real circulation began to decrease in June and the large increase in November, which appears in the table given in paragraph 8, disappears.

	1891-92.	1892-93.	1893-94.
April	17,23	18,78	20,84
May	17,41	19,68	19,99
June	17,90	19,97	19,49
July	17,87	20,59	19,19
August	17,61	20,52	18,96
September	17,69	21,66	19,09
October	19,56	22,27	18,83
November	19,50	22,80	18,84
December	19,84	22,66	19,66
January	18,41	21,76	19,19
February	18,46	21,45	18,24
March	18,45	21,68	18,49

13. The average circulation at the end of each month, calculated on the figures for five years (excluding Reserve Treasury figures), is given below, and against it I show the actual circulation for 1892-93 and 1893-94:—

(In lakhs of Rupees.)			
	Average for five years ending	Actual.	
	1893-94.	1893-94.	1892-93.
April	19,31	22,33	21,25
May	19,56	21,77	21,86
June	20,54	23,13	23,33
July	21,43	23,76	25,10
August	21,67	23,61	26,05
September	22,47	23,01	27,06
October	22,83	21,83	27,76
November	23,45	23,83	27,48
December	22,56	22,77	25,31
January	21,18	20,51	24,76
February	20,45	19,52	24,03
March	20,46	20,49	23,99

It will be seen that the average circulation of the second half of last year has not equalled even the average of the last five years.

14. The details of the net circulation of 31st March 1894 for each denomination of notes are as follows:—

	NUMBER OF NOTES FOR RUPEES.								TOTAL.	
	5.	10.	20.	50.	100.	500.	1,000.	10,000.	Pieces.	Value.
Calcutta	80,764	2,401,213	69,321	49,339	173,243	18,080	20,986	5,248	2,818,789	Rs. 12,80,79,620
Allahabad	13,663	48,825	22,708	17,759	22,758	2,851	3,084	282	126,930	1,14,53,975
Lahore	24,789	60,381	41,602	25,551	30,743	4,958	2,859	89	190,972	1,21,39,645
Bombay	303,471	953,445	126,228	82,820	103,399	9,268	21,703	4,933	1,604,267	10,36,24,265
Karachi	3,639	85,850	18,632	8,643	9,994	851	1,929	213	129,751	71,65,385
Madras	50,512	154,336	88,145	26,456	162,550	5,374	2,556	1,110	441,039	3,64,79,620
Calicut	14,614	13,204	5,913	3,341	5,920	112	42	4	43,150	12,20,420
Rangoon	8,200	32,585	9,474	5,319	11,641	896	659	86	68,860	39,53,380
	4,99,652	3,744,839	332,023	219,828	519,248	42,890	53,818	11,960	5,423,758	30,41,16,310
Total for 31st March 1893	495,456	3,917,336	830,083	232,463	568,063	50,648	67,981	5,403	5,667,457	26,40,18,200
Total for 31st March 1892	480,735	3,571,058	318,609	216,135	505,934	45,658	60,032	5,202	5,203,343	24,07,64,065

There has been a small increase in the circulation of R5 and R20 notes, while that of R10,000 notes has more than doubled for the reason which has already been indicated in paragraph 10. Every other value of notes has decreased in number, but the decrease has been proportionately greatest in those for R500 and R1,000. Notes for R10 continue to be the most in demand and form, as they did last year, 69 per cent. of the total number of notes issued.

15. Dividing the net circulation between notes of R500 and upwards and notes below R500, the values at the end of each of the last three years are—

(Thousands of Rupees.)					
	Notes of R100 and under. Value.	Percentage of total.	Notes of R500 and upward. Value.	Percentage of total.	TOTAL.
	R		R		R
1891-92	10,58,86	44	13,48,78	56	24,07,64
1892-93	11,66,83	44	14,73,35	56	26,40,18
1893-94	10,95,03	36	19,46,13	64	30,41,16

The excess in the values of the larger values is again the result of the very large increase of notes for R10,000 which contribute about $\frac{2}{3}$ ths instead of, as usual, about $\frac{1}{3}$ rd of the value of all above R500.

16. The varying proportions in which notes of each denomination have circulated in the several Circles during the last two years are exhibited below :—

VALUE.		CALCUTTA.		ALAHABAD.		LAWORE.		BOMBAY.		MADRAS.		TOTAL OF ALL CIRCLES.	
		1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.
Rupees	5	2.8	2.9	10.6	10.8	13.6	13.0	18.3	18.9	10.8	11.5	8.8	9.2
"	10	94.7	85.2	34.8	34.5	28.8	31.6	53.6	59.4	34.9	35.0	69.1	69.05
"	20	2.35	2.4	17.4	17.0	20.8	21.8	7.9	7.9	7.8	8.6	5.8	6.1
"	50	1.8	1.8	18.1	14.0	14.0	18.35	5.7	5.2	6.2	6.0	4.1	4.05
"	100	6.5	6.1	17.6	18.0	17.7	16.1	7.2	6.4	38.5	36.9	10.0	9.6
"	500	.8	.6	2.7	2.2	3.4	2.6	.6	.6	1.2	1.2	.9	.8
"	1,000	1.0	.8	3.4	2.4	2.0	1.5	1.6	1.3	.5	.6	1.2	1.0
"	10,000	.06	.2	.4	.2	.2	.05	.1	.3	.1	.2	.1	.2
TOTAL		100	100	100	100	100	100	100	100	100	100	100	100

17. It is very remarkable that while one Circle differs greatly from another, each has retained its own preference for particular values of notes. In Calcutta there continues to be an extraordinary demand for notes of R10, all others being in comparatively small use. It may be inferred from this that paper currency is in this circle more generally accepted in payment of the smaller transactions of every day life. The demand for R10 notes is also large in Bombay which moreover consumes $\frac{2}{3}$ ths of all the R5 notes that are in circulation in India. It is not easy to account for the extraordinary liking which Madras manifests for notes of R100.

18. The gross value of each denomination of notes of small value in circulation at the end of the last three years is compared below :—

		(Thousands of rupees.)			Percentage of increase + or decrease— in 1893-94, as compared with 1892-93.
		1891-92.	1892-93.	1893-94.	
R	5	24,04	24,77	24,98	+ 8
"	10	8,57,11	8,91,73	8,74,48	-4.4
"	20	63,72	66,02	66,41	+ .6
"	50	1,08,07	1,16,24	1,09,91	-5.4
"	100	5,05,92	5,68,07	5,19,25	-8.5
		10,58,86	11,66,83	10,95,03	

There was a decrease in the circulation of R5 notes in 1891-92 due to forgeries of these notes in Bombay and in Rangoon. There has been a partial recovery in the last two years, but the circulation is still considerably below that of 1890-91.

19. The average value of each note in circulation in each Circle on the last day of the year compared with the past three years was—

		1893-94.	1892-93.	1891-92.	1890-91.
		R	R	R	R
Calcutta Circle		45	35	37	37
Allahabad		90	124	84	98
Lahore		64	88	84	99
Bombay		64	48	50	58
Karachi		55	62	60	53
Madras		83	71	66	94
Calicut		28	33	32	62
Rangoon		57	95	68	78
All India		56.1	46.6	46.3	52.2

20. It is interesting to observe how steadily the average value has fallen. The high figure for Allahabad in 1892-93 was entirely due to an increase in the circulation of notes of R10,000 from 49 in the previous year to 538 in that year. The latest figures for Calcutta, Madras and Bombay, as well as the average for all India, are similarly affected by the large number of these highest value notes held at those Presidency towns on behalf of the Reserve Treasuries.

ANALYSIS OF CIRCULATION.

21. Very little has been done to remove the small differences which have been found to exist between the ledger balance of notes in circulation and that obtained from the Issue Registers. The differences in all Circles are now so small that it is extremely difficult to trace them out, and any further attempt at reconciliation would cost more than it is worth. The largest difference is in Calcutta where the unregistered cancellations amount to 2,621, an infinitesimally small proportion of the total circulation. The differences have all been ascertained and it is therefore possible to prove all current work, allowing for the known differences.

RESERVE.

22. The Currency Reserve upon 31st March 1894 stood as follows :—

	R	a.	p.	R	a.	p.
Silver Coin—						
At Calcutta	3,88,38,202	0	0			
„ Allahabad	3,35,21,505	0	0			
„ Lahore	2,78,24,510	0	0			
„ Bombay	6,35,31,668	0	0			
„ Karachi	59,69,445	0	0			
„ Madras	3,46,09,795	0	0			
„ Calicut	9,37,845	0	0			
„ Rangoon	1,88,83,840	0	0			
				22,41,16,310	0	0
Invested in Government securities	8,00,00,000	0	0			
				8,00,00,000	0	0
Total agreeing with net circulation (Vide paragraph 4.)				30,41,16,310	0	0

The proportion of the Currency Reserve held in coin was nearly 74 per cent. of the total net circulation. It exceeded by about 10 per cent. the value of the circulation after excluding those notes which represent the Government Reserve Treasury balances. Had these balances been held in coin, the Currency Reserve would have amounted to 61 per cent. of the value of notes held by the public and by Banks.

23. The half-yearly verifications of the Currency balances were held for all Circles and Sub-Circles on 30th September 1893 and 31st March 1894, and the balances of the last working day of each half-year were verified in accordance with the orders issued on the subject. The half-yearly verifications are conducted by a gazetted officer unconnected with the Currency Department and in the larger offices, *e. g.*, Bombay, occupy a very considerable time. The verification of the balances, especially in silver, is a work of time and labour as it is no small task for one officer to satisfy himself regarding the correctness of a rupee balance, which, as in Bombay, amounted to more than 5½ crores closely packed in treasure vaults.

INVESTMENTS.

24. No change was made during the year in the amount of the investments as the full amount allowed under Act XV of 1890 has been invested. The nominal value of the investment is Rs. 15,95,000 which is held at a book-value of Rs. 8,00,00,000. The average rate at which the whole investment is held on the books is thus a little over Rs. 98 against a present market-rate of upwards of Rs. 108.

PROFITS OF CIRCULATION.

25. The interest realized and credited under the head "Profits on Note circulation" during the year is Rs. 32,63,800, being the interest on the nominal amount of the investment.

ISSUE AND RECEIPT OF NOTES.

26. The following are the gross issues and receipts of the year, the detail by Circles being shown in Statement VI :—

Gross circulation, 1st April 1893	R	R
		26,88,12,195
ISSUES—		
Over the counter	86,62,96,980	
At Agencies	1,80,77,500	
In remittance transactions	Between Head Offices and Agencies	6,53,06,205
	Between Circles	9,00,56,000
In payment of melting fees	27,495	
		<u>1,03,97,64,180</u>
		1,30,85,76,375
RECEIPTS—		
Over the counter	71,06,44,245	
At Agencies	16,09,000	
From Other Currency Circles	12,42,04,860	
For Mint Certificates	1,65,52,315	
In remittance transactions	Between Head Offices and Agencies	6,88,84,785
	Between Circles	7,73,65,000
		<u>99,92,60,205</u>
Balance, being gross circulation, March 31st, 1894 (vide paragraph 4)		<u>30,93,16,170</u>

27. The Agencies deal exclusively with Treasuries and the bulk of the transactions are in the Punjab. The receipts from other Currency Circles represent the receipt in each Circle of its own notes cashed in other Circles. The receipts for Mint Certificates were, as explained in last year's report, confined to Bombay and have ceased since June 1893.

The remittances are for the most part payments and receipts of one Currency Office, in consideration of receipts or payments at another.

28. The issues and receipts for the last three years are as follows :—

	Issues.	Receipts.
	R	R
1891-92	97,47,35,540	99,00,29,740
1892-93	1,14,81,21,500	1,12,33,59,880
1893-94	1,03,97,64,180	99,92,60,205

The issues have decreased by about 1,084 lakhs, and the receipts by about 1,241 lakhs as compared with the previous year, the difference being made up as follows :—

	Issues.	Receipts.
Over the counter	-6,17	-8,21
Remittance transactions	-4,82	-5,52
Mint Certificates	...	-1,88
Other heads	+15	+3,20
	<u>-1,084</u>	<u>-1,241</u>

The small coinage of the year accounts for a larger falling off than is shown above against issues over the counter. Newly minted coin has always been transferred through the Reserve Treasuries to the Currency Department in exchange for notes, and in this way only 480 lakhs were exchanged against 1,213 lakhs in the previous year. This alone represents a decrease of 733 lakhs

in the issue of notes. There was a further decrease of 135 lakhs in consequence of smaller remittances of coin and notes from Treasuries in Bengal to the Reserve Treasury. These remittances are by the Reserve Treasury exchanged for high value notes, and amounted to 268 lakhs in 1893-94 against 403 lakhs in 1892-93, the decrease being due to the fact that remittances from districts were avoided as much as possible because the Reserve Treasury balances were so high. These two items account for a decrease in issues of 868 lakhs, while the total falling off was only 617 lakhs. There must, therefore, have been an increase on some other accounts, and it is found in the transactions of the Presidency and Exchange Banks, which transferred a much larger portion than usual of the surpluses at their branches to the Presidency town, through the Currency Department, partly to pay instalments of the $3\frac{1}{2}$ per cent. loan of 1893-94, and partly because the net exports from India being greatly reduced, there was a comparatively small demand for money in the mofussil. The payments made to Banks at Calcutta alone amounted to 294 lakhs against only 79 lakhs in the previous year. These transactions with Banks were so considerable that there is finally left a decrease in issues which is due to smaller dealings with the public in consequence of the falling off in the net circulation.

29. The decrease in receipts over the counter is more than accounted for by the smaller payments of Council bills (1,642 lakhs against 2,698 lakhs) which led to a corresponding decrease in note remittances to the Presidency Banks from the Reserve Treasuries, and consequently to reduced encashments by the Banks. The effect of this was, however, considerably modified by the fact that the Banks had, through a growing scarcity in the money market, to encash the notes in which they had for some time been holding their balances in reserve. The market had begun to be oversupplied from about June 1890 in consequence of speculations in silver. During 1891 and 1892, the average market rates of interest were only 3.062 and 3.499 per cent. and fell as low as 2 per cent. in August 1891. The demand for money being small, considerable balances were kept in notes. A better demand sprung up in April and May 1893, but the superabundance was not worked off until payment of the instalments of the loan of 1893 had been completed. During the year the Banks' balances were gradually changed from notes to cash, and these transactions increased the counter receipts of the Department. The decrease under remittances is chiefly due to the high Reserve Treasury balances having rendered it less necessary to make transfers from District Treasuries through the Currency Department. The larger receipts under other heads were due to larger encashments of Foreign Circle notes which are explained in paragraph 34.

30. The aggregate gross issues and receipts of the several denominations of notes at both Offices of Issue and Agencies during the year were as follows:—

	NUMBER OF NOTES FOR RUPEES								TOTAL.	
	5	10	20	50	100	500	1,000	10,000	Number.	Value.
Issues . . .	845,062	4,915,985	626,041	428,151	1,221,697	160,402	298,575	45,146	8,544,109	1,03,97,64,180
Receipts . . .	848,147	5,078,635	620,296	438,906	1,268,764	168,201	312,260	38,667	8,768,876	99,92,60,205
More Issues . . .	4,905	...	5,745	...	...	...	...	6,479	...	4,05,03,976
„ Receipts . . .	...	162,650	...	10,755	47,067	7,739	18,685	...	224,767	...

The net receipts of all denominations of notes except those of R5, 20 and 10,000 show a considerable increase. The excess in the case of R5 and 20 notes is insignificant, and that in notes of R10,000 (647 lakhs) is less than the increase in the Reserve Treasury balances (751 lakhs), so that there was a real decrease in the number of even these higher value notes, which are not held by the public but by the Banks.

31. The average number of notes that passed over the counters at each Head Office on each working day during the past three years, and the daily average of cancellations are given in the following table :—

	NOTES CASHED.			NOTES ISSUED.			NOTES CANCELLED.		
	1891-92.	1892-93.	1893-94.	1891-92.	1892-93.	1893-94.	1891-92.	1892-93.	1893-94.
At Calcutta . . .	13,410	13,328	14,421	15,152	15,076	14,404	8,760	10,827	10,505
„ Bombay . . .	8,203	8,012	7,938	8,524	9,037	8,282	5,544	5,785	5,397
„ Madras . . .	2,592	3,014	2,981	2,635	3,115	3,009	2,586	2,799	3,019
„ Rangoon . . .	733	888	924	742	982	975	572	793	857

The proportion of cancellations continues high ; but the prompt cancellation of soiled notes is considered here, as also by the Bank of England, to afford a special safeguard against forgery. The excess of the average daily cancellations over the receipts in Madras is due to the receipt of a large number of notes from different treasuries towards the close of the previous year, which were cancelled in the year under review.

ENCASHMENT OF FOREIGN NOTES.

32. The following is the Foreign Note account of the Circles in aggregate :—

	R	R
Balance held on 1st April 1893		47,93,995
Received over the counter	12,28,35,265	
Otherwise than in exchange	14,94,230	
From other Circles	14,93,655	
Received at Agencies (net)	2,31,230	
	—————	12,61,04,380
TOTAL		13,08,98,375
		—————
Remitted to Circles concerned		12,56,98,515
Balance on 31st March 1894		51,99,860
		—————
TOTAL		13,08,98,375

33. The details by Circles of the amount received over the counter in the above statement are as follows :—

Statement of Foreign Circle Notes cashed.

CIRCLE.	CASHED BY								TOTAL		
	Calcutta.	Allahabad.	Lahore.	Bombay.	Karachi.	Madras.	Calicut.	Rangoon.	1893-94.	1892-93.	1891-92.
Calcutta . . . .	...	1,13,07,085	54,09,700	59,30,575	3,35,345	7,22,035	4,075	9,485	2,30,07,140	2,38,27,220	1,92,14,920
Allahabad	(c) 2,57,59,090	...	14,97,550	23,49,530	79,320	40,445	16,915	770	3,35,42,550	50,01,545	1,31,50,330
Lahore	(c) 2,34,54,585	10,45,885	...	21,53,110	11,13,510	64,545	1,100	275	3,79,47,930	1,50,75,110	1,39,57,990
Bombay	1,12,15,930	11,23,500	5,97,450	...	4,30,900	32,30,350	4,18,735	570	1,70,25,645	3,02,55,550	2,19,55,205
Akola	45	...	15	...	...	50	...	...	110	35	125
Nagpur	150	...	530	...	...	100	...	...	770	35	705
Karachi	1,52,840	50,355	4,92,100	(c) 21,51,095	...	29,530	2,710	50	24,54,360	29,59,155	16,29,530
Madras	13,50,735	3,09,970	4,67,345	59,23,645	1,30,950	...	19,34,635	2,100	1,60,50,390	50,42,415	1,07,73,730
Calicut	24,590	3,075	4,790	7,31,255	1,130	(c) 31,56,340	...	50	39,52,490	11,56,590	13,00,340
Coon ada	50	...	50	100	...	...	...	...	290	50	110
Rangoon	15,76,275	4,530	7,310	1,32,515	515	59,030	2,425	...	17,54,000	5,34,515	2,35,590
TOTAL 1893-94 . .	6,55,72,530	1,39,03,390	54,75,230	2,40,70,765	20,79,640	63,39,235	22,51,005	12,710	12,39,25,265	...	...
.. 1892-93	4,59,05,585	2,07,26,530	52,23,520	1,42,01,495	14,73,480	19,79,540	7,78,720	19,790	...	9,40,12,280	...
.. 1891-92	4,12,97,570	1,50,54,085	40,22,980	1,50,52,435	16,08,185	24,74,070	7,67,090	9,530	...	...	6,12,56,555
.. 1890-91	4,39,25,700	49,92,205	50,55,515	1,32,03,125	13,49,495	26,57,450	19,59,945	5,510	...	...	...

The letter (c) indicates the value of Foreign Notes which were legally encashable, i.e., the amount of Sub-Circle notes encashed by their respective Head Circle.

34. The total for 1893-94 shows a very large increase in the Foreign Circle note encashments, the largest rise (167 lakhs) being in Calcutta where there were increases of 219 lakhs in Allahabad notes and of 83 lakhs in Lahore notes, against a decrease of 146 lakhs in notes of the Bombay Circle. In Bombay the increase amounted to 99 lakhs, made up of 19 lakhs of notes from Calcutta, 17 lakhs from Allahabad, 16 lakhs from Lahore, and 48 lakhs from Madras. The Madras Foreign Circle encashments rose from 19 to 63 lakhs, the increase being composed of 5 lakhs of Calcutta, 25 lakhs of Bombay and 13 lakhs of Calicut notes. The encashment of Foreign Circle notes

represents the transfer of funds by the public from one circle to another, and the following statement compares, in lakhs of rupees, the net transfers thus made between each of the circles during the last two years. The plus figures indicate that transfers to the Circle exceeded those from it, and the minus figures represent an opposite movement :—

	1892-93.	1893-94.	Difference.
Calcutta	+251	+420	+169
Allahabad	+127	—187	—314
Lahore	—122	—194	—72
Bombay	—161	+70	+231
Karachi	—15	—8	+7
Madras	—70	—77	—7
Calicut	—4	—6	—2
Rangoon	—6	—18	—12

From this it appears that during 1893-94 the transfers from Allahabad and Lahore to Calcutta and Bombay largely exceeded those made in the preceding year. This was doubtless due to the need for larger remittances to those places on account of payments (1) towards the new 3½ per cent. Government loan, (2) for silver bullion imported almost entirely through Bombay, and (3) for imported merchandise, chiefly piece goods, which though distributed throughout the country, had to be paid for at Calcutta and Bombay.

ISSUE AND RECEIPT OF COIN.

35. The transactions in coin are as follows (for details by Circles see Statement VII) :—

	Coin.			Small Coin.		
	R	a.	p.	R	a.	p.
Balance, 1st April 1893 .	17,53,85,744	0	4	27,000	0	0
RECEIPTS—						
Over the counter .	18,77,10,170	0	0			
From small coin account .	2,58,500	0	0			
„ bullion „ .	18,00,000	0	0			
At Agencies . . .	1,79,25,500	0	0			
<i>In remittance transactions—</i>						
{ Between Head Office and Agencies R7,78,73,295 0 0						
{ Between Circles R8,63,77,765 0 0						
From Treasury on account of Mint certificates . .	1,41,69,651	2	1			
From coin account . . .	.....			2,31,500	0	0
TOTAL RECEIPTS .	38,56,14,881	2	1	2,31,500	0	0
TOTAL BALANCE AND RECEIPTS .	56,10,00,625	2	5	2,58,500	0	0

	Coin.			Small Coin.		
	R	a.	p.	R	a.	p.
Issues—						
Over the Counter . . .	17,82,22,945	0	0			
At Agencies . . .	14,57,000	0	0			
In remittance transactions—						
{ Between Head Office and Agencies Rs.21,07,335-0-0.						
{ Between						
Circles Rs.7,49,56,765-0-0	15,69,64,100	0	0			
For bullion delivered and pre-melting fees . . .	8,770	2	5			
To small coin account . . .	2,31,500	0	0			
To coin account . . .	.....			2,58,500	0	0
TOTAL ISSUES . . .	33,68,84,315	2	5	2,58,500	0	0
BALANCE, 31st MARCH 1894 (see paragraph 22) . . .	22,41,16,310	0	0	.....	

36. The receipts and issues for the past three years are given below :—

	Receipts.			Issues.		
	R	a.	p.	R	a.	p.
1891-92	35,54,88,880	0	0	39,15,16,276	0	0
1892-93	42,52,47,054	9	6	39,28,49,705	3	6
1893-94	38,56,14,881	2	1	33,68,84,315	2	5

37. The net result was an increase in the coin reserve of 487 lakhs due to the following :—

	Lakhs.
Increase in the notes held by the Reserve Treasuries	751
Increase due to the transfer of bullion to the mints	86
	837
<i>Deduct—</i> Decrease in circulation among public and banks as in paragraph 9	350
Net increase in coin reserve	487

38. The receipts fell short of those of the previous year by 396 lakhs and the issues by 560 lakhs, the differences being made up as follows :—

	LAKHS OF RUPEES.	
	Receipts.	Issues.
Over the counter and for mint certificates	—317	—403
Remittance transactions	—92	—156
Other items	+19	—1
	—396	—560

The explanations for the receipts and issues of notes given in paragraphs 28 and 29 account generally for the changes in the issue and receipts of coin.

STATE OF THE COINAGE.

39. The following table shows the withdrawal of shroff-marked coin from circulation during the year and the remittance of such coin to the Mint :—

	SHROFF-MARKED COIN.				
	Opening balance.	Receipts from the public.	TOTAL.	Remitted to Mints.	Closing balance.
	(In thousands of Rupees.)				
India	9	45	54	14(a)	40
Central Provinces	5	7	12	10	2
Burma	2	0	2	2	0
Assam	7	3	10	0	10
Bengal	2	5	7	5	2
North-Western Provinces	9,60	5,55(b)	15,15	12,41	2,74
Punjab	12,06	4,61	16,67	14,93	1,74
Madras	5	15	20	8	12
Bombay	6	96	1,02	93	9
TOTAL	22,02	11,87	33,89	28,66	5,23

(a) Remitted to North-Western Provinces.
(b) Includes 14 received from India.

40. The total amounts withdrawn from circulation in the last six years are shown below :—

1888-89	47,18
1889-90	23,44
1890-91	20,68
1891-92	20,43
1892-93	13,06
1893-94	11,87

There has been a steady decrease in the receipt and withdrawal of shroff-marked coin year by year. The decrease last year was chiefly in the Punjab which furnished only 4.61 lakhs against 6.30 lakhs in 1892-93. Bombay, on the other hand, received R96,000 against R39,000 in the preceding year, almost the whole of which is believed to have been sent down from the Punjab, and North-Western Provinces to meet payments for imported silver bullion.

41. The following statement shows the number of coins cut and broken under the Coinage Act during the calendar year 1893 :—

NAME OF PROVINCE.	Number of treasuries in which coins were cut.	Believed to have lost by reasonable wear more than 2 per cent. in weight.				Believed to be counterfeit.				Believed to have been reduced in weight otherwise than by reasonable wear.				Considered unfit for further circulation by reason of obliteration of device or for other causes.			
		R	½R	¼R	1/8R	R	½R	¼R	1/8R	R	½R	¼R	1/8R	R	½R	¼R	1/8R
	
India	8	898	2,210	...	...	634	19	27	13	8,365	628	474	36	...	...	...	...
Central Provinces	19	2,574	84	20	104	75	14	...	...	141	6	...	...	...	...	...	...
Burma . . . . .	...	11	...	...	...	2,675	23	45	5	3	...	...	...	...	...	...	...
Assam	8	302	109	...	7	175	1	3	...	13	1	9	5	...	...	...	...
Bengal	42	1,395	163	...	...	991	16	3	1	880	10	4	3	...	...	...	...
North-Western Provinces	45	21,961	1,360	...	...	1,233	28	60	144	13,301	1,568	686	246	...	...	...	...
Punjab	22	66	...	...	...	934	6	9	10	2,006	8	...	...	...	...	...	...
Madras	35	34,367	20,486	...	...	1,131	170	119	61	129	31	...	...	...	...	...	...
Bombay	25	42,949	805	...	...	573	61	65	29	907	1	...	...	...	...	...	...
Hyderabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	1,03,691	25,148	20	111	8,320	368	531	243	26,502	2,443	1,176	292	...	...	...	...

42. The number of counterfeit coins dealt with varies little from year to year. The withdrawal of rupees which have become light by reasonable wear has, contrary to the experience of late years, increased. Sweated rupees have again chiefly come from the North-Western Provinces.

43. I append the usual statements of whole rupees coined and issued from the Indian Mints from 1835 to 1893, and of the proportion of each of those annual issues found on examination in each District Treasury of a bag of rupees of the coin ordinarily current in each district.

Statement of whole Rupees coined and issued from the Indian Mints from 1835 to 1893.

	Coined in Calcutta.	Coined in Madras.	Coined in Bombay.	Total coined.
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
William IV	10,90,88,070	11,78,000	5,37,12,502	16,39,78,572
Victoria, 1840—1st issue	17,99,34,670	2,18,98,181	10,98,38,073	31,16,70,924
„ 1840—2nd issue	39,85,53,660	5,50,49,201	31,29,58,076	76,65,60,937
„ 1862	26,94,27,222	2,94,81,923	40,80,03,034	70,69,12,179
„ 1874	1,50,13,834	...	2,85,08,566	4,35,22,400
„ 1875	1,16,31,951	...	1,93,59,597	3,09,91,548
„ 1876	1,20,01,264	...	2,89,49,037	4,09,50,301
„ 1877	3,92,51,692	...	9,55,54,320	13,48,06,012
„ 1878	3,26,57,837	...	6,39,27,196	9,65,85,033
„ 1879	1,59,28,325	...	7,27,99,904	8,87,28,229
„ 1880	1,83,99,894	...	5,37,85,624	7,21,85,518
„ 1881	24,35,719	...	31,61,858	55,97,577
„ 1882	1,50,90,289	...	5,63,97,278	7,14,87,567
„ 1883	51,23,372	...	1,80,22,789	2,31,46,161
„ 1884	1,16,41,757	...	3,68,46,570	4,84,88,327
„ 1885	3,41,52,203	...	6,48,78,000	9,90,30,203
„ 1886	1,08,78,075	...	4,11,46,457	5,20,24,532
„ 1887	4,02,00,148	...	4,84,00,000	8,86,00,148
„ 1888	75,68,000	...	6,32,00,000	7,07,68,000
„ 1889	93,68,310	...	6,53,00,000	7,46,68,310
„ 1890	2,47,41,865	...	9,29,00,000	11,76,41,865
„ 1891	1,46,89,903	...	4,95,00,000	6,41,89,903
„ 1892	3,24,55,120	...	7,22,00,000	10,46,55,120
„ 1893	91,40,310	...	(a) 0,95,90,000	7,87,30,310
TOTAL	131,93,53,490	10,76,07,805	192,89,88,881	335,58,99,676

(a) Includes Rs. 90,000 coined in 1892 for the Bikanir State.

Proportion of the several issues of Government Rupees in actual circulation in British India in the year 1875 to 1894, as ascertained by the examination, each year, of a bag containing 2,000 in every Government Treasury.

In what year examined.	VICTORIA.																							Portuguese.	Total.			
	William IV.	1840. 1st issue.	1840. 2nd issue.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.			1861.	1862.	1863.	1864.
1875	117	227	635	962	39	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1876	103	251	820	814	38	41	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1877	103	210	591	802	40	65	59	29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1878	106	180	500	790	35	54	59	227	70	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1879	79	172	190	733	32	51	61	229	140	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1880	64	151	140	720	31	52	57	208	137	01	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1881	65	149	190	085	29	44	53	169	181	103	111	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1882	62	143	114	075	28	44	52	169	129	112	116	18	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1883	61	160	088	062	26	40	48	182	122	102	106	18	95	5	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1884	55	141	075	010	23	36	47	164	113	114	107	17	143	26	27	...	...	...	...	...	...	...	...	...	...	...	...	2,000
1885	53	136	072	084	23	34	44	165	107	102	95	12	133	34	79	20	...	...	...	...	...	...	...	...	...	...	...	2,000
1886	44	114	017	067	20	33	40	136	90	83	90	10	120	33	80	198	46	...	...	...	...	...	...	...	...	...	...	2,000
1887	43	107	008	034	18	29	36	124	85	75	79	8	108	31	81	171	20	36	...	...	...	...	...	...	...	...	...	2,000
1888	39	103	002	010	16	26	36	114	79	70	78	10	98	24	79	167	98	102	45	...	...	...	...	...	...	...	...	2,000
1889	36	101	008	073	17	27	34	111	74	67	70	7	87	26	64	132	90	129	159	42	...	...	...	...	...	...	...	2,000
1890	33	98	001	056	16	27	32	103	69	63	66	11	80	23	60	127	71	135	126	106	46	...	...	...	...	...	...	2,000
1891	32	90	000	048	16	27	31	102	68	60	64	8	80	22	54	112	68	126	118	92	80	62	...	...	...	...	...	2,000
1892	31	82	007	024	14	24	29	94	63	67	56	8	69	20	49	101	81	111	100	84	126	120	21	...	...	...	...	2,000
1893	27	79	018	005	19	23	27	84	60	64	64	21	46	21	46	94	58	105	90	90	134	95	117	37	...	...	...	2,000
1894	28	79	020	003	15	23	28	88	64	63	55	7	62	20	44	59	53	98	80	85	120	96	131	79	...	...	...	2,000

44. The coinage of 1892 was upwards of 4 crores above that of 1891 and exceeded that of any year since 1877, save the very exceptional year 1890. The total coinage from 1835 to 1892 inclusive amounted to 327½ crores of rupees. The Annual Coinage Statement is for the calendar and not for the official year. The coinage of 1893 was nearly 3 crores less than that of 1892, but compares not unfavourably with the average of previous years.

45. In view of the special interest attaching at the present time to an enquiry into the volume and composition of the circulating coinage, R10,000 instead of the usual R2,000 were, in the beginning of May, examined at each Government Treasury in order that a more reliable idea might be obtained of the proportions in which coins of the several issues have been in use. Mr. F. C. Harrison, Deputy Accountant General, Bengal, who, as Government are aware, has made this subject a special study, kindly consented to deal with the results, and has furnished an interesting note which is appended to this report. The conclusions at which he has arrived, are "that the circulation was approximately constant at 115 crores from 1876 to 1886; that it rose to about 120 crores in 1888-89 and that it was about 125 crores in 1892-93." These results are, he remarks, "broadly speaking, in close accord with those which (he) published a few years ago." As to the composition of the coinage, he finds that "the older coinage may to a slight degree have returned to the circulation" presumably from hoards, but he considers that "the movement has been far less than has been commonly supposed." This may be true of India generally, but in Bombay there has been an impression that hoarded coin has appeared in considerable quantities. Rupees which seemed to show signs of having lain idle for long periods have been not uncommon there; and, as has been already stated, shroff-marked rupees have largely increased in number. That these signs should be apparent in Bombay and not elsewhere, is not unnatural, for, if hoarded coin has been brought into the market in unusual quantities, it has been in consequence of the large importations of silver bullion which took place during the latter half of 1893-94, and were chiefly paid for in Bombay. But even in Calcutta the appearance of Rupees, which, though they bore the date 1840 still retained the bloom of the Mint, attracted attention, and some were sent to the Mint for examination, as it was suspected that they might be the work of private coiners. They were found to be genuine and to have done practically no work since their issue.

Proportion of the several Issues of Government Rupees in actual circulation in each Province in the years 1875, 1880, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893 and 1894, as ascertained by the examination, each year, of a bag containing Rs. 2,000 in every Government Treasury.

In what year examined.	Before 1835.	William IV.	VICTORIA.																								Ulwar.	Sunt, Arcot and Portuguese.	
			1840. 1st issue.	1840. 2nd issue.	1853.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.			
			INDIA.																										
1875			108	188	604	1,000	74	17																					
1880			70	181	480	831	28	51	58	125	88	90	14																
1885			60	98	342	513	19	35	34	123	88	92	108	18	147	47	170	24											
1886			38	96	364	466	18	28	28	118	60	71	84	18	133	23	141	408	19										
1887			40	96	351	410	18	30	26	69	61	63	78	10	153	27	141	354	136	76									
1888			48	100	371	418	11	36	31	69	72	60	62	8	135	26	143	335	106	53	13								
1889			34	61	230	413	15	28	28	91	54	76	78	8	89	35	100	180	190	161	134	18							
1890			27	67	319	364	11	19	29	73	59	49	64	29	84	36	68	168	67	110	134	256	10						
1891			24	104	303	408	14	22	26	78	63	66	66	18	104	30	68	110	84	124	124	136	118	14					
1892			23	86	142	396	11	19	22	68	46	67	39	2	61	17	29	79	72	80	130	85	198	418	25				
1893			22	66	163	336	12	18	22	70	46	62	50	6	56	18	59	112	66	90	130	119	174	184	63	25			
1894			24	66	313	378	12	30	27	83	60	68	54	4	51	16	41	90	59	67	79	84	143	719	124	104			
CENTRAL PROVINCES.																													
1875			59	146	540	1,173	70	14																					
1880			23	97	413	802	31	69	100	235	126	84	19																
1885			16	63	363	706	26	46	72	142	80	70	114	8	137	30	64	83											
1886			24	91	632	669	21	41	67	141	84	68	110	8	114	26	61	109	46										
1887			14	56	373	606	19	38	54	110	77	62	96	7	98	25	50	138	107	106									
1888			15	70	272	534	17	33	50	101	66	57	69	14	86	21	57	116	144	404	98								
1889			10	67	183	514	18	24	44	65	59	63	84	7	78	28	69	112	117	126	256	54							
1890			14	66	236	504	17	35	40	65	67	67	79	8	70	15	53	85	92	90	109	103	96						
1891			12	53	196	466	14	26	36	66	60	64	74	4	66	16	80	66	100	66	182	98	120	112					
1892			21	68	236	460	16	27	32	62	55	45	61	11	69	19	46	61	76	78	130	86	131	133	38				
1893			10	74	176	398	13	23	31	60	61	49	71	13	63	23	41	73	71	66	130	62	126	132	162	41			
1894			16	62	189	410	14	26	34	74	47	44	63	6	57	19	41	76	71	74	116	81	124	123	130	66			
BURMA.																													
1875			47	123	501	1,231	72	27																					
1880			29	86	317	656	62	103	30	353	211	32	111																
1885			29	90	236	453	33	46	32	177	124	74	136	40	370	40	110	1											
1886			26	68	280	365	20	34	36	133	69	51	75	31	264	33	107	403	57										
1887			24	74	236	410	20	30	36	124	74	54	78	16	239	58	134	276	124	23									
1888			18	70	214	398	20	34	36	110	66	39	72	16	186	44	102	223	136	114	23								
1889			20	76	268	386	24	36	38	116	73	40	66	16	182	42	100	308	104	206	38								
1890			20	74	213	374	28	35	26	103	68	33	64	13	167	37	81	184	92	266	34	67	31						
1891			22	70	196	362	24	32	24	114	66	40	63	14	163	36	78	170	64	254	30	40	64	38					
1892			17	67	176	300	18	27	30	92	57	36	63	15	130	32	66	137	73	218	36	71	265	123					
1893			19	66	170	265	18	24	16	77	48	26	48	10	117	25	66	124	60	200	36	63	269	96	136	18			
1894			16	57	156	270	17	26	18	79	49	23	48	12	100	27	56	119	60	183	39	60	264	92	172	3			
ASSAM.																													
1875			164	254	646	924	12																						
1880			106	233	481	743	31	32	28	270	112	23																	
1885			80	164	374	570	24	26	30	219	112	63	48	14	134	98	40	10											
1886			76	137	369	576	25	31	27	202	119	60	49	13	130	78	46	56	6										
1887			76	128	388	568	23	26	32	188	116	64	44	12	114	60	84	64	16										
1888			64	124	366	480	28	26	24	182	102	60	48	14	104	46	56	72	19	84	8								
1889			62	134	313	518	20	31	30	174	100	58	44	10	102	38	82	84	36	138	53	6							
1890			44	130	260	454	20	24	26	144	78	50	42	6	84	30	44	104	58	236	96	64	2						
1891			42	98	276	442	18	24	24	150	82	48	36	8	78	36	40	100	48	230	64	112	16	3					
1892			46	112	264	446	16	24	24	136	64	48	36	6	72	26	44	104	48	240	64	98	50	24	2				
1893			38	72	268	416	15	22	26	104	78	48	40	12	70	30	30	104	58	194	66	106	82	34	44				
1894			32	84	306	390	17	19	22	130	69	43	36	8	72	28	37	95	46	181	77	100	97	43	101	54			
BENGAL.																													
1875			129	223	658	964	23	12																					
1880			97	160	486	637	41	54	56	303	192	34	16																
1885			66	152	379	559	26	37	41	304	121	70	63	12	119	53	59	36											
1886			67	183	368	540	26	31	34	181	113	64	55	9	107	46	55	148	34										
1887			66	182	338	532	23	30	37	163	110	64	53	8	106	43	55	140	33	4									
1888			58	153	316	510	20	30	32	166	94	53	49	9	96	34	54	128	63	136	10								
1889			43	126	273	454	31	26	34	144	88	53	49	8	78	31	44	110	73	234	103	11							
1890			44	92	246	434	26	26	32	134	84	50	48	24	64	30	40	112	54	210	100	136	18						
1891			46	98	266	402	20	24	30	132	64	46	43	12	70	36	38	110	54	192	66	126	63	36					
1892			43	61	263	396	16	22	26	120	72	43	28	7	59	21	34	98	52	163	76	118	150	60	34				
</																													

Proportion of the several Issues of Government Rupees in actual circulation in each Province in the years 1875, 1880, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893 and 1894, as ascertained by the examination, each year, of a bag containing Rs. 2,000 in every Government Treasury—continued.

Year examined.	VICTORIA.																								Ulwar.	Surat, Arcot, and Fort-guese.	Total.	
	Before 1836.	William IV. 1st Issue.	1840.	2nd Issue.	1842.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.				1863.	1864.
NORTH-WESTERN PROVINCES AND OUDH.																												
...	184	382	761	716	6	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
...	101	322	558	638	23	27	48	173	128	78	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
...	94	204	455	606	20	28	41	153	114	103	27	4	55	21	20	18	...	...	...	...	...	...	...	...	...	...	...	2,000
...	80	196	431	582	18	26	43	146	106	96	53	6	55	26	26	28	47	...	...	...	...	...	...	...	...	...	...	2,000
...	82	186	424	578	18	26	43	150	110	93	54	4	52	20	26	28	74	26	4	...	...	...	...	...	...	...	...	2,000
...	80	166	450	554	18	26	40	146	100	92	56	4	50	22	28	28	78	23	18	3	...	...	...	...	...	...	...	2,000
...	80	182	397	532	17	27	38	142	104	95	56	4	50	21	41	28	50	25	23	11	...	...	...	...	...	...	...	2,000
...	68	160	392	543	18	26	32	136	98	89	56	6	50	20	40	20	53	48	44	30	4	...	...	...	...	...	...	2,000
...	77	145	404	534	19	27	37	130	90	83	55	5	54	21	26	28	50	50	40	29	17	6	...	...	...	...	...	2,000
...	60	170	390	509	19	26	34	123	88	78	54	6	54	20	42	20	50	50	52	40	30	18	10	...	...	...	...	2,000
...	67	163	362	480	19	26	33	123	87	79	54	7	52	27	42	25	48	61	54	48	28	23	5	...	...	...	...	2,000
...	61	145	340	475	20	27	36	120	84	78	55	9	54	24	40	31	45	61	51	45	40	34	45	19	...	...	...	2,000
PUNJAB.																												
...	201	410	672	616	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
...	86	219	554	435	12	12	31	186	146	294	31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
...	74	176	472	466	14	18	34	186	142	294	100	2	20	6	14	8	...	...	...	...	...	...	...	...	...	...	...	2,000
...	73	182	406	404	11	17	36	143	108	300	83	2	44	10	62	251	2	...	...	...	...	...	...	...	...	...	...	2,000
...	66	162	404	424	14	20	30	139	144	170	80	2	48	10	62	230	44	...	...	...	...	...	...	...	...	...	...	2,000
...	62	186	678	423	16	16	33	126	104	168	74	6	50	10	64	208	66	8	2	...	...	...	...	...	...	...	...	2,000
...	62	194	380	439	14	20	32	130	104	164	74	2	50	10	58	202	64	18	23	2	...	...	...	...	...	...	...	2,000
...	66	172	362	436	12	18	30	126	98	164	74	2	56	10	60	192	62	28	42	19	...	...	...	...	...	...	...	2,000
...	62	176	346	423	12	23	34	128	98	138	78	4	54	10	52	184	58	24	32	23	10	4	...	...	...	...	...	2,000
...	56	171	354	425	12	19	33	119	90	127	69	9	50	13	51	163	56	28	51	43	20	30	...	...	...	...	...	2,000
...	56	166	332	423	12	20	26	114	84	130	64	6	48	12	50	158	59	40	54	50	46	50	10	...	...	...	...	2,000
...	52	162	318	399	16	21	30	118	85	116	64	6	52	10	49	139	64	43	59	61	50	50	42	12	...	...	...	2,000
MADRAS.																												
...	52	161	627	1,140	4	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
...	53	144	637	927	18	46	71	87	68	36	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
...	37	111	471	810	20	40	63	104	78	51	30	7	64	19	50	1	...	...	...	...	...	...	...	...	...	...	...	2,000
...	42	131	410	783	19	41	58	106	74	42	38	5	71	24	76	31	1	...	...	...	...	...	...	...	...	...	...	2,000
...	37	128	411	763	17	38	54	98	72	46	31	5	69	21	69	59	20	1	...	...	...	...	...	...	...	...	...	2,000
...	20	108	385	712	20	34	44	98	70	45	33	5	66	24	109	69	31	48	14	...	...	...	...	...	...	...	...	2,000
...	29	97	369	660	18	33	45	89	63	44	73	6	73	33	87	74	29	57	63	7	...	...	...	...	...	...	...	2,000
...	26	126	377	602	16	32	43	83	58	46	64	6	65	19	72	70	35	97	147	89	9	...	...	...	...	...	...	2,000
...	22	79	332	611	16	35	41	83	57	39	65	4	69	18	68	71	31	92	130	60	40	4	...	...	...	...	...	2,000
...	25	69	266	605	16	31	38	78	56	45	68	12	70	20	64	75	24	91	120	108	54	26	10	...	...	...	...	2,000
...	19	78	281	567	12	27	34	73	57	38	63	5	71	18	61	60	33	91	106	127	60	47	47	12	...	...	...	2,000
...	16	67	370	539	14	27	36	76	53	37	61	6	63	19	60	66	33	91	106	118	62	43	61	24	...	...	...	2,000
BOMBAY.																												
...	37	106	383	1,246	114	121	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
...	21	80	306	723	23	62	61	153	106	194	162	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000
...	17	50	269	600	23	39	54	107	86	116	161	11	160	45	170	94	...	...	...	...	...	...	...	...	...	...	...	2,000
...	11	61	199	579	19	36	47	93	75	94	168	6	143	32	122	188	98	...	...	...	...	...	...	...	...	...	...	2,000
...	13	60	203	516	16	31	48	88	82	91	136	7	117	22	109	211	185	110	...	...	...	...	...	...	...	...	...	2,000
...	18	39	172	432	16	24	37	69	54	70	113	7	107	23	106	207	164	170	11	...	...	...	...	...	...	...	...	2,000
...	11	43	187	430	14	26	39	68	58	60	99	10	99	17	83	169	118	139	244	80	...	...	...	...	...	...	...	2,000
...	11	39	171	435	13	27	32	71	51	64	97	10	88	20	66	183	100	112	167	142	163	...	...	...	...	...	...	2,000
...	9	38	153	368	12	24	29	59	46	52	85	5	86	16	61	113	83	87	143	100	221	203	...	...	...	...	...	2,000
...	9	45	169	416	11	32	29	59	45	51	82	6	85	16	53	98	68	85	127	107	178	199	57	...	...	...	...	2,000
...	7	28	145	372	23	23	25	47	38	37	64	5	58	16	46	76	52	67	91	95	166	143	203	160	...	...	...	2,000
...	10	36	397	246	11	19	26	60	39	43	66	4	51	15	45	76	37	71	94	86	166	146	191	212	...	...	...	2,000
HYDERABAD (BERAR).																												
...	4	42	162	614	21	43	51	96	78	78	147	12	128	26	92	225	146	...	...	...	...	...	...	...	...	...	...	2,000
...	7	22	161	499	15	32	39	85	69	59	106	7	98	24	66	260	433	133	...	...	...	...	...	...	...	...	...	2,000
...	8	29	189	580	16	32	39	80	61	55	102	16	93	17	66	260	304	237	101	...	...	...	...	...	...	...	...	2,000
...	3	6	145	381	10	20	26	59	39	39	73	4	71	13	55	93	106	167	444	319	...	...	...	...	...	...	...	2,000
...	10	56	149	406	14	29	23	68	44	44	78	6	68	14	58	96	100	120	298	168	142	...	...	...	...	...	...	2,000
...	5	50	143	390	10	24	28	62	44	38	74	4	66	12	54	89	94	104	232	154	206	112	...	...	...	...	...	2,000
...	8	26	157	414	12	23	24	68	46	48	70	4	68	12	48	88	76	96	180	122	300	180	32	...	...	...	...	2,000
...	6	28	123	324	10	22	26	54	39	36	60	4	54	14	43	72	70	76	140	96	208	170	266	70	...	...	...	2,000
...	12	40	163	374	13	21	20	60	39	36	64	4	56	16	39	70	61	74	123	94	141	134	201					

• EXCHANGE OF SMALL COIN.

46. The receipts and issues of small change at the Currency Offices during the year were as follows :

	Receipts.		Issues.		Net Issues.	
	R	a. p.	R	a. p.	R	a. p.
Half Rupees	8,24,779	8 0	11,44,286	8 0	3,19,507	0 0
Quarter Rupees	9,22,420	12 0	16,90,997	12 0	7,68,577	0 0
One-eighth Rupees	5,83,732	2 0	11,09,897	10 0	5,26,165	8 0
Copper	3,85,431	1 2	4,13,606	0 11	28,174	15 9
TOTAL	27,16,363	7 2	43,58,787	14 11	16,42,424	7 9
TOTAL, 1892-93	25,67,658	12 0	49,50,963	6 9	23,83,304	10 9

The receipts were slightly more, and the issues a good deal less, than those of the preceding year. Under receipts the increase was in quarter rupees while in the year before it was in half and one-eighth rupees. The increase in issues was in all kinds, including copper. The net issues were 7 lakhs less than in 1892-93, and 14 lakhs less than the year before.

BULLION.

47. The following figures show the operations of the Bullion Clauses of the Currency Act, that is the amount of Bullion received by the Mint Masters on account of the Currency Offices at Calcutta and Bombay for the issue of certificates payable at the Currency Offices in notes of the Circle or coin :—

	Calcutta.		Bombay.	
	R	a. p.	R	a. p.
Balance of Bullion on 1st April 1893	29,92,726	15 8	56,62,729	0 0
Receipts of Bullion—				
April 1893	5,74,974	14 0	43,70,130	0 0
May „	21,06,052	13 0	56,21,103	0 0
June „	1,67,688	1 0	85,22,226	0 0
July „ . . . . .	.....		6,71,680	0 0
TOTAL	28,48,715	12 0	1,91,85,139	0 0
Additional 1 per mille credited on account of Melt- ing Fees out of Currency	5,152	6 5	27,503	0 0
TOTAL	28,53,868	2 5	1,92,12,642	0 0
TOTAL RECEIPTS AND BALANCE	58,46,595	2 1	2,48,75,371	0 0
Deduct—Mint Certificates realized	58,46,595	2 1	2,48,75,371	0 0
Balance of Bullion on 31st March 1894 . . . . .	.....		.....

48. The receipts of bullion for the last five years have been—

	Calcutta.	Bombay.	TOTAL.
	R	R	R
1889-90	73,22,954	7,07,87,073	7,81,10,027
1890-91	2,79,94,418	9,24,98,201	12,04,92,619
1891-92	1,67,13,180	4,38,64,931	6,05,78,111
1892-93	2,52,33,798	8,84,03,766	11,36,37,564
1893-94 (till June 1893)	28,53,868	1,92,12,642	2,20,66,510

The figures for 1893-94 refer only to the period between 1st April and 26th June 1893, when, the new Coinage and Paper Currency Acts having been passed, the Mints were closed to public coinage. The Exchange Banks' silver (188,55,875 tolahs) referred to in paragraph 10 was not passed through the Currency Department, but was directly coined on Government account.

AGENCIES.

49. The only province in which the Currency Agency system, properly so called, is at all thoroughly worked, is the Punjab. The issue of notes from the Agencies in that province at Simla, Rawal Pindi, Umballa and Peshawar continues to show development, the total issues of notes from Agencies amounting to 1,64 lakhs against 1,58 lakhs in 1892-93, and 1,24 lakhs in 1891-92. The issues from Agencies form a very large proportion (23 per cent.) of the total issues in this Circle.

50. The other so-called Agencies are really Currency chests, established with a view to more conveniently and rapidly effecting the resource operations of Government, as explained in full detail two years ago. This system is being developed every year.

At the end of the year, the total number of Currency chests was 88 against 105 in 1892-93, and the total balance of coin deposited in them was upwards of 586 lakhs of rupees against 537 in 1892-93 distributed as follows:—

	1892-93.	1893-94.
	R	R
Calcutta Circle	1,54,41,000	1,08,68,578
Allahabad „	76,75,000	1,42,75,000
Lahore „	96,87,510	1,40,74,317
Bombay „	44,38,000	76,90,000
Madras „	80,17,000	75,82,500
Rangoon „	84,92,100	41,16,640
	<u>5,37,48,610</u>	<u>5,86,07,035</u>

CLAIMS ON LOST NOTES.

51. The following is a statement of lost, mutilated and mismatched notes paid during the year on bond of indemnity:—

Nature of loss.	Number of notes for Rupees.								TOTAL.	
	5	10	20	50	100	500	1,000	10,000	Number.	Value.
Whole notes, lost or destroyed . . . . .	...	...	...	2	1	...	...	...	3	200
Half notes { lost by post	20	102	56	51	163	9	4	...	395	28,590
{ lost accidentally	9	74	29	49	231	22	8	...	423	45,915
Mutilated notes	11	84	25	3	31	3	...	...	157	6,145
Mismatched notes . . . . .	...	...	1	...	...	...	...	...	1	20
1893-94	40	260	111	105	416	34	12	...	978	80,870
1892-93	34	250	83	139	444	40	20	...	1,010	95,680
1891-92	42	306	69	108	404	32	28	...	989	94,450

The total value of claims on lost and mutilated notes is infinitesimally small when compared with the value of the notes in circulation. There is a considerable decrease both in the number and the value of the claims; the decrease occurred entirely in Calcutta, where claims to the value of R32,905 were discharged against R47,140 in the preceding year.

• FRAUD AND FORGERY.

52. Of the four cases of attempt at fraud, mentioned in last year's report as under investigation, prosecutions were instituted in three, and a conviction was obtained in each case. The fourth case is still under investigation.

Three other cases of fraudulent claims have been brought to notice in the Commissioners' annual reports. Two of them occurred at Calcutta, and one at Bombay. In the first case, four half notes were presented, the other halves of which were alleged to have been destroyed by fire. As the corresponding halves had already been in the office for some time, the presenter was prosecuted and sentenced to 18 months' rigorous imprisonment. In the second case, a claim was made on a lost note for R1,000, which was reported to have been destroyed by fire. But a few days after the usual order had been passed for the investment of the amount, the note was presented and cashed at the Allahabad Office. No prosecution was instituted in this case, as the Magistrate was of opinion that there was not sufficient evidence to obtain a conviction. In the Bombay case, a claim was made on the left half of a note for R10, the right half of which had been in the office since 1888. The presenter of the note, together with an accomplice, was prosecuted, but both were acquitted by the Magistrate.

53. The forgeries, which came to light during the year, were as follows:—

R	Number.
5	12
10	18
100	3
500	3
	<hr/>
	36

None of the new forgeries were of a serious nature, except those of R100 of the Madras Circle, which were fairly well done.

54. The number of forged 5-rupee notes presented shows a large reduction as compared with previous years. Of these notes five belong to the Bombay $\frac{8}{13}$, $\frac{8}{14}$ and $\frac{8}{17}$ series mentioned in the Annual Report for 1889-90, for forging which one Husein Mahomed was sentenced to transportation for life. Of the remaining notes of this denomination, three belong to the Calcutta series $\frac{8}{14}$, two to the Rangoon series $\frac{0}{11}$, one to $\frac{U}{15}$, a new forgery, which is very clumsy, and the other also to a new forgery, but incomplete, the number being in manuscript.

55. Of the 10-rupee notes, nine belong to the $\frac{8}{16}$ series mentioned in previous reports, three to the $\frac{U}{14}$ series noticed in last year's report and one to $\frac{U}{15}$, a new and badly executed forgery. An extensive forgery of notes of this denomination was discovered during the year in Jessore. The printing was very coarse and irregular, and roused suspicion as soon as the notes were put into circulation. In all 512 notes are supposed to have been printed, but the police only found five, and are of opinion that the rest were destroyed by the forgers. Five persons were arrested and sentenced to 10 years' transportation each.

The three 100-rupee notes are of $\frac{T}{12}$ series of the Madras Circle, and were presented at Bombay. They were evidently produced with the assistance of photography, are fairly good imitations, and might pass with others in the hurry of business. Of the three 500-rupee notes, two are $\frac{8}{14}$ 75405 and $\frac{8}{14}$ 77405 of the Calcutta Circle, and were presented at Allahabad. Ram Charan, the Sub-Treasurer of the Hathras Tehsil, was convicted of issuing the first note

as genuine, and sentenced to eight years' rigorous imprisonment and a fine of Rs500. Ram Charan, the Sub-Treasurer, is also connected with the second note, but the Magistrate does not propose to proceed in this case unless the sentence already passed is set aside on appeal, the Sub-Treasurer having already received substantial punishment. The third note is ₹ 57087 of the Bombay Circle. The forgery is not a good imitation, and appears to have been done by hand. The printing and coloring are very clumsy, and the paper is ordinary and without water marks. The note is stated to be an isolated one.

REMITTANCES OF SILVER.

56. The following is the detail of silver remittances :—

	R
Allahabad to Calcutta . . .	13,24,000 (Shroff-marked coin).
Lahore to Calcutta . . .	16,13,000 do.
Bombay to Calcutta . . .	2,50,00,000
Bombay to Allahabad . . .	30,00,000
Bombay to Karachi . . .	76,20,000

And the following remittances of silver were made through Agencies :—

	R
Calcutta to Rangoon . . .	7,00,000
Allahabad to Lahore . . .	40,00,000

The large increase in the amount of remittances between Bombay and Calcutta was due to the great demand for money in Calcutta, especially during the jute season. No remittances were made to Madras and Rangoon (except Rs7,00,000 through Agencies) owing to the large surpluses held at these Treasuries.

TREASURY STATISTICS.

57. The transactions in notes at the several Treasuries in India during 1891-92, 1892-93, and 1893-94 have been as follows :—

	1891-92.	1892-93.	1893-94.
	R	R	R
Receipts from the Public in payment of Government dues . . .	13,01,84,600	14,66,58,760	13,09,88,093
Receipts from the Public in exchange for silver . . .	3,27,91,825	3,79,30,267	2,96,51,857
Receipts from the Public for other notes . . .	24,51,975	30,03,963	26,22,775
TOTAL RECEIPTS . . .	16,54,28,400	18,75,92,990	16,32,62,725
Issues to the Public in payment of Government dues . . .	5,04,30,910	4,20,91,845	5,74,51,680
Issues to the Public in exchange for silver . . .	4,18,73,290	4,33,08,767	4,11,59,365
Issues to the Public for other notes . . .	24,51,975	30,03,963	26,22,775
TOTAL ISSUES . . .	9,47,56,175	8,84,04,375	10,12,33,820

The receipts show a large decrease, but the issues also decreased, except in respect of notes given in payment of moneys due by Government.

58. The total treasury transactions in notes during the last three years have been as follows (in lakhs of rupees) :—

	1891-92.	1892-93.	1893-94.
Government of India	368	514.	300
Central Provinces	59	58	53
Burma	55	77	52
Assam	59	62	69
Bengal	588	606	572
North-Western Provinces and Oudh	282	346	289
Punjab	386	235	423
Madras	432	474	392
Bombay	366	381	487
Hyderabad	7	7	7
TOTAL	2,602	2,760	2,644

The figures show curious fluctuations from year to year which do not admit of any general explanations.

59. The following statement gives details regarding the encashment of notes by Treasuries :—

	1891-92.	1892-93.	1893-94.
Where notes were cashed throughout the year to the extent of the public demand	164	170	176
Where notes were ordinarily, but not always cashed	48	53	51
Where notes were not usually cashed	31	20	18
TOTAL	243	243	245

It is satisfactory to observe that the number of Treasuries where notes are not usually cashed has fallen from 31 in 1891-92 to 18 in 1893-94. Considering the position of many of our Treasuries, and the difficulty ordinarily experienced in keeping them supplied with silver, it must be admitted that the number of Treasuries not usually able to cash notes is exceedingly small.

60. Statement V shows the proportion of Treasury and Bank balances, which in each Province was held in the form of Currency Notes.

Including Reserve Treasuries the percentage of balances held in notes was :—

	1892.	1893.
Calcutta Circle	45 per cent.	68 per cent.
Bombay "	35 "	76 "
Madras "	23 "	24 "

But if Reserve Treasuries were omitted the figures would be :—

	1892. Balance in		1893. Balance in		Percentage of Notes	
	Notes.	Cash.	Notes.	Cash.	1892.	1893.
	In thousands of rupees.				Per cent.	Per cent.
Calcutta Circle . . .	53,92	1,06,87	84,40	1,83,01	33	15
Bombay " . . .	20,46	90,27	17,35	1,00,70	18	14
Madras " . . .	16,21	78,41	16,86	1,18,22	17	12

RECEIPTS AND EXPENDITURE.

61. The figures of receipts and expenditure given in Statement III are only approximate, as the accounts for 1893-94 are not yet closed. The actual receipts in 1892-93 were less by R210, and the expenditure more by R99,701, than the approximate figures given in last year's report, a result due almost entirely to the inclusion of the cost of note forms in the Bombay and Karachi Final Statements. Details of the differences are given in the foot-note to Statement III. The charges for 1893-94 were more than in the previous year by about R52,000, due partly (R45,000) to increased charges for note forms, partly (R4,000) to larger charges for the purchase of chests, bags and locks (especially at Rangoon), and partly (R3,000) to larger charges for Temporary Establishment and Printing.

STATEMENTS.

Statement of the value of Government Currency Notes

DATE.	CALCUTTA.		ALLAHABAD.	
	Value of Notes in circulation.	Monthly increase + or decrease —.	Value of Notes in circulation.	Monthly increase + or decrease —.
March 1893	10,74,53,325	.....	1,49,01,805	.....
April "	9,99,57,525†	-74,86,100	1,07,05,010†	-41,86,795
May "	10,73,64,300	+74,06,775	1,14,55,310	+7,50,300
June "	11,43,72,710	+70,08,410	1,24,84,260	+9,78,950
July "	11,02,29,000	-41,43,710	1,26,91,495	+2,57,235
August "	11,28,32,025	+26,03,025	1,31,01,400	+4,09,905
September "	11,84,38,275	+56,06,250	1,30,66,180	-35,240
October "	11,41,10,120	-43,28,155	1,34,26,105	+3,59,925
November "	11,84,72,920	+43,62,800	1,38,70,385	+4,44,280
December "	11,41,82,850	-42,90,070	1,54,93,675*	+16,23,290
January 1894	12,42,80,345	+1,00,97,495	1,33,10,670	-21,83,005
February "	12,36,79,120	-6,01,225	1,11,44,380	-21,66,290
March "	12,40,79,620*	+44,00,500	1,14,53,975	+3,09,595
TOTAL	1,38,59,98,810	.....	15,21,52,825	.....
1862-63	2,42,30,000	.....	.....	.....
1863-64	2,49,50,000	.....	11,89,468	.....
1864-65	2,80,55,141	.....	25,61,730	.....
1865-66	2,90,49,282	.....	25,93,184	.....
1866-67	2,83,91,438	.....	32,48,518	.....
1867-68	2,93,11,382	.....	33,74,186	.....
1868-69	3,06,46,648	.....	30,97,881	.....
1869-70	4,14,57,428	.....	41,34,122	.....
1870-71	3,50,93,892	.....	36,60,324	.....
1871-72	4,30,38,469	.....	52,18,260	.....
1872-73	4,78,04,952	.....	73,86,899	.....
1873-74	4,70,29,742	.....	62,57,864	.....
1874-75	4,84,38,619	.....	69,97,957	.....
1875-76	4,98,98,846	.....	72,07,479	.....
1876-77	4,99,71,204	.....	64,65,639	.....
1877-78	6,18,26,010	.....	63,73,527	.....
1878-79	6,43,65,560	.....	47,91,777	.....
1879-80	6,26,55,985	.....	58,48,143	.....
1880-81	6,54,05,717	.....	72,19,658	.....
1881-82	6,43,82,370	.....	84,15,813	.....
1882-83	7,15,64,195	.....	69,21,029	.....
1883-84	6,12,93,063	.....	75,99,049	.....
1884-85	6,57,43,221	.....	60,15,686	.....
1885-86	6,08,33,913	.....	77,81,407	.....
1886-87	5,72,39,275	.....	88,36,324	.....
1887-88	6,21,17,981	.....	84,06,225	.....
1888-89	6,60,77,552	.....	70,26,061	.....
1889-90	6,50,53,434	.....	92,87,520	.....
1890-91	8,72,18,599	.....	1,22,56,720	.....
1891-92	9,71,75,987	.....	1,28,29,054	.....
1892-93	10,42,48,589	.....	1,20,79,403	.....
1893-94	11,54,99,901	.....	-1,48,652	.....
Increase (+) or decrease (-) in 1893-94 as compared with 1892-93	+1,12,51,312	.....	-1,158	.....
Percentage on average circulation, 1892-93	+10.792	.....	.....	.....
DATE.	MADRAS.		CALCUTTA.	
	Value of Notes in circulation.	Monthly increase + or decrease —.	Value of Notes in circulation.	Monthly increase + or decrease —.
March 1893	3,08,70,545	.....	11,85,815	.....
April "	2,76,21,255	-32,49,290	14,72,485	+2,86,670
May "	2,68,19,105	-8,02,150	14,94,855	+21,370
June "	2,49,39,430	-18,79,675	16,04,710	+1,10,855
July "	2,38,86,285	-10,73,145	15,66,545	-38,165
August "	2,32,09,040	-6,57,245	17,10,145	+1,43,600
September "	2,27,85,265	-4,23,775	17,96,425*	+86,280
October "	2,21,02,135†	-6,83,130	17,73,630	-23,795
November "	2,23,75,055	+2,72,920	15,13,160	-2,60,470
December "	2,50,00,245	+26,25,240	16,66,010	+1,52,850
January 1894	2,76,17,975	+26,17,680	16,97,820	+31,810
February "	3,24,51,925	+58,33,950	10,96,605†	-6,91,215
March "	3,64,79,620*	+40,27,695	12,20,420	+1,23,815
TOTAL	31,62,67,385	.....	1,88,12,310	.....
1862-63	41,35,714	.....	.....	.....
1863-64	66,50,000	.....	61,755	.....
1864-65	61,81,761	.....	4,21,160	.....
1865-66	63,07,003	.....	5,54,549	.....
1866-67	67,97,760	.....	5,56,109	.....
1867-68	62,19,398	.....	3,16,466	.....
1868-69	71,21,806	.....	7,70,240	.....
1869-70	73,46,017	.....	3,03,419	.....
1870-71	87,56,321	.....	11,96,533	.....
1871-72	1,10,63,042	.....	18,10,467	.....
1872-73	1,07,03,116	.....	22,03,618	.....
1873-74	1,22,14,843	.....	21,48,859	.....
1874-75	99,02,176	.....	25,38,768	.....
1875-76	1,28,83,331	.....	20,86,198	.....
1876-77	1,36,59,999	.....	21,89,267	.....
1877-78	1,67,54,483	.....	17,06,917	.....
1878-79	1,52,45,985	.....	18,00,596	.....
1879-80	1,29,92,636	.....	14,78,377	.....
1880-81	1,35,26,580	.....	15,35,584	.....
1881-82	1,34,77,339	.....	12,69,636	.....
1882-83	1,34,72,361	.....	10,43,825	.....
1883-84	1,39,21,985	.....	12,59,258	.....
1884-85	1,33,48,674	.....	12,12,091	.....
1885-86	1,40,74,261	.....	13,28,140	.....
1886-87	1,60,49,242	.....	11,46,155	.....
1887-88	1,80,20,491	.....	11,23,509	.....
1888-89	1,82,82,918	.....	13,40,769	.....
1889-90	1,98,74,433	.....	20,39,467	.....
1890-91	2,40,90,127	.....	22,75,300	.....
1891-92	2,76,70,245	.....	11,80,680	.....
1892-93	2,83,90,304	.....	15,51,026	.....
1893-94	2,83,55,615	.....	+3,90,346	.....
Increase (+) or decrease (-) in 1893-94 as compared with 1892-93	-20,34,689	.....	+33,431	.....
Percentage on average circulation, 1892-93	-7.167	.....	.....	.....

* Highest.

Circulation throughout India during 1893-94 and previous years.

LAKHNAO.		BOMBAY.		KARACHI.	
Value of Notes in circulation.	Monthly increase+ or decrease—.	Value of Notes in circulation.	Monthly increase+ or decrease—.	Value of Notes in circulation.	Monthly increase+ or decrease—.
R	R	R	R	R	R
1,63,16,075	.....	7,87,54,565	.....	78,79,950	.....
1,54,46,140	— 8,69,935	7,44,65,585†	— 42,88,980	81,41,905*	+ 2,61,955
1,50,14,100	— 4,31,980	7,65,53,385	+ 20,87,800	78,79,790	— 2,62,115
1,47,21,625	— 2,92,535	8,61,50,040	+ 95,96,655	73,47,455	— 5,32,335
1,50,30,400	+ 3,08,775	9,45,37,775	+ 83,87,735	70,08,545	— 2,38,910
1,55,45,780	+ 5,15,380	10,38,97,120	+ 93,59,345	66,07,875	— 4,00,670
1,57,69,310	— 17,76,470	10,56,82,190	+ 17,85,070	60,35,160	+ 27,285
1,26,88,850	— 10,80,460	10,88,08,280	+ 26,26,090	68,88,880	— 2,51,330
1,38,82,235	+ 11,98,985	11,21,79,990	+ 38,71,710	65,32,350	+ 1,44,520
1,67,48,320*	+ 28,66,085	11,48,59,980*	+ 21,79,990	64,70,110	— 62,240
1,63,62,885	— 3,85,435	11,04,26,480	— 39,33,520	63,23,965	— 1,46,145
1,44,79,285	— 18,83,620	10,74,41,145	— 29,85,315	61,16,595†	— 2,07,370
1,21,39,645†	— 28,39,020	10,36,24,265	— 38,16,880	71,65,385	+ 10,48,780
17,63,24,615	.....	1,19,76,26,215	.....	8,25,12,965	.....
from 1862-63.	.....	1,58,28,571	.....	.....	.....
.....	.....	2,07,25,000	.....	.....	.....
.....	.....	3,26,00,968	.....	.....	.....
7,81,033	.....	3,50,64,905	.....	9,08,721	.....
29,51,183	.....	4,80,41,935	.....	10,13,765	.....
25,00,558	.....	4,95,18,959	.....	15,90,835	.....
24,05,652	.....	4,59,48,670	.....	19,67,010	.....
25,81,548	.....	4,92,93,254	.....	24,78,060	.....
22,52,897	.....	4,43,51,084	.....	22,59,591	.....
26,74,301	.....	4,77,36,435	.....	22,33,014	.....
52,34,625	.....	5,63,13,434	.....	20,30,310	.....
47,59,828	.....	3,56,37,322	.....	21,97,323	.....
47,77,161	.....	3,27,94,374	.....	17,28,919	.....
53,43,460	.....	3,33,00,831	.....	17,67,612	.....
66,21,276	.....	3,54,10,793	.....	18,40,533	.....
62,40,382	.....	3,90,98,780	.....	21,98,696	.....
64,70,648	.....	3,67,78,984	.....	25,13,093	.....
48,60,418	.....	3,05,20,379	.....	26,72,268	.....
65,49,450	.....	3,81,54,498	.....	24,61,504	.....
92,54,536	.....	3,69,08,543	.....	33,30,384	.....
81,32,364	.....	4,59,01,757	.....	32,37,773	.....
78,46,178	.....	3,90,17,564	.....	29,08,733	.....
76,09,764	.....	4,44,12,529	.....	30,89,570	.....
78,99,231	.....	4,99,05,960	.....	46,00,707	.....
77,28,230	.....	4,29,10,249	.....	40,99,546	.....
83,09,917	.....	5,17,61,125	.....	47,59,004	.....
91,59,344	.....	5,41,97,663	.....	40,15,679	.....
85,39,256	.....	5,21,51,834	.....	41,25,155	.....
65,13,622	.....	8,34,53,293	.....	49,44,846	.....
1,20,46,149	.....	8,90,04,183	.....	67,60,748	.....
1,34,17,439	.....	9,09,49,803	.....	82,27,353	.....
1,56,39,106	.....	9,98,02,185	.....	68,76,080	.....
1,48,94,051	.....	+ 88,52,382	.....	— 13,61,272	.....
— 9,45,065	.....	+ 9,738	.....	— 16,424	.....
— 6,042	.....			

MADRAS.		TOTAL.	
Value of Notes in circulation.	Monthly increase+ or decrease—.	Value of Notes in circulation.	Monthly increase+ or decrease—.
R	R	R	R
66,55,820	.....	28,40,18,200	.....
43,50,045	— 23,05,775	24,21,59,950†	— 2,18,58,250
83,63,895†	— 9,86,160	24,99,44,800	+ 77,84,850
84,23,985	+ 60,080	26,46,94,215	+ 1,49,49,916
55,29,085	+ 21,05,100	27,04,59,130	+ 55,64,915
61,06,450	+ 5,77,365	28,30,09,835	+ 1,25,50,705
76,42,210*	+ 15,35,760	28,98,14,995	+ 68,05,160
71,09,335	— 5,32,875	28,59,02,285	— 39,12,710
73,55,985	+ 2,76,650	29,62,12,080	+ 1,03,09,795
74,10,845	+ 24,660	30,13,31,885	+ 51,19,805
51,38,980	— 22,71,665	30,51,59,100*	+ 38,27,215
40,69,780	— 10,69,260	30,19,78,765	— 31,80,335
29,53,380	— 1,16,350	30,41,16,310	+ 21,97,545
6,54,83,725	.....	3,39,49,82,850	.....
year from 1862-63.	.....	4,41,94,385	.....
.....	.....	5,23,25,000	.....
.....	.....	6,88,20,116	.....
.....	.....	7,72,57,983	.....
.....	.....	8,98,98,179	.....
.....	.....	9,28,50,848	.....
.....	.....	10,14,55,327	.....
.....	.....	10,66,90,777	.....
.....	.....	9,81,32,240	.....
.....	.....	11,41,57,442	.....
.....	.....	12,86,40,267	.....
.....	.....	11,14,52,907	.....
.....	.....	10,67,04,071	.....
.....	.....	11,35,26,621	.....
.....	.....	11,64,16,538	.....
.....	.....	13,25,02,472	.....
.....	.....	13,19,05,084	.....
.....	.....	12,70,83,033	.....
.....	.....	13,60,29,354	.....
.....	.....	13,50,46,242	.....
.....	.....	15,18,07,113	.....
.....	.....	13,88,69,257	.....
10,03,295	.....	14,54,07,275	.....
20,55,743	.....	14,71,02,032	.....
29,31,184	.....	14,20,10,950	.....
33,93,174	.....	16,16,23,290	.....
58,22,866	.....	16,43,16,288	.....
36,73,497	.....	16,15,14,968	.....
27,28,787	.....	22,88,02,275	.....
40,62,264	.....	25,43,62,371	.....
58,91,803	.....	27,09,95,630	.....
37,51,741	.....	28,29,15,237	.....
54,56,977	.....	+ 1,19,19,607	.....
— 4,94,764	.....	+ 4,898	.....
— 42,869	.....	

† Lowest.

Statement of Notes issued, received

CIRCLE.	NATURE OF WORK.	5 Rupees.		10 Rupees.		20 Rupees.		No.
		No.	Value.	No.	Value.	No.	Value.	
Calcutta	Notes issued.	136,408	6,82,040	2,969,869	2,96,98,690	185,545	37,10,900	158,000
Allahabad	"	11,759	58,795	66,121	6,61,210	33,612	6,72,240	25,000
Lahore	"	30,903	1,54,515	90,714	9,07,140	66,540	13,10,980	45,000
Bombay	"	499,452	24,97,260	1,345,186	1,34,51,860	172,067	34,41,340	98,000
Karachi	"	8,099	15,495	100,015	10,00,150	21,808	4,36,160	12,000
Madras	"	114,378	5,71,890	190,252	19,02,520	100,642	20,12,840	81,000
Calicut	"	19,033	98,165	16,470	1,64,700	8,729	1,74,580	6,000
Rangoon	"	32,420	1,62,100	137,358	13,73,580	35,089	7,61,780	20,000
TOTAL	...	848,052	42,40,260	4,915,985	4,91,59,850	626,041	1,25,20,820	428,100
Percentage on Total Issues	{	9.93	...	57.53	...	7.33	...	5.00
	{	...	41	...	4.73	...	1.20	...
Calcutta	Notes received.	142,519	7,12,595	3,158,165	3,15,81,650	188,757	37,75,140	162,000
Allahabad	"	10,783	53,915	64,020	6,40,200	31,672	6,33,440	23,000
Lahore	"	30,945	1,54,725	82,987	8,29,870	61,064	12,21,280	45,000
Bombay	"	495,933	24,79,690	1,351,051	1,35,10,510	175,336	35,06,720	108,000
Karachi	"	3,951	19,755	87,329	8,73,290	22,488	4,49,760	10,000
Madras	"	110,818	5,51,590	186,535	18,65,350	86,309	19,26,180	61,000
Calicut	"	15,528	77,640	14,606	1,46,060	7,419	1,48,380	6,000
Rangoon	"	33,167	1,65,835	133,942	13,39,420	37,251	7,45,020	21,000
TOTAL	...	843,147	42,15,735	5,078,635	5,07,86,350	620,296	1,24,05,920	438,900
Percentage on Total Receipts	{	6.62	...	57.92	...	7.07	...	5.00
	{	...	42	...	5.08	...	1.24	...
Calcutta	Notes cancelled	113,139	5,65,695	2,272,232	2,27,22,320	123,941	24,78,820	118,500
Allahabad	"	10,783	53,915	64,020	6,40,200	31,672	6,33,440	23,000
Lahore	"	28,708	1,43,540	81,382	8,13,820	59,692	11,93,840	43,000
Bombay	"	346,281	17,31,405	828,346	82,83,460	117,760	23,55,200	103,100
Karachi	"	3,831	19,155	85,595	8,55,950	22,510	4,50,200	10,300
Madras	"	111,376	5,56,890	192,357	19,23,570	96,304	19,26,080	60,200
Calicut	"	15,580	77,650	14,646	1,46,460	7,333	1,46,600	5,500
Rangoon	"	29,172	1,45,860	122,186	12,21,860	34,533	6,90,660	21,100
TOTAL	...	655,820	32,94,100	3,660,764	3,66,07,640	493,745	98,74,900	385,800
Percentage on Total Cancellations	{	9.61	...	53.39	...	7.21	...	5.63
Percentage of Total Cancellations on Receipts	{	...	44	...	4.90	...	1.32	...
	{	79.13	...	72.08	...	79.59	...	87.00

Abstract of all Circles

YEAR.	NOTES ISSUED.	
	No.	Value.
1861-62	367,200	4,20,00,000
1862-63	295,015	2,52,55,500
1863-64	236,201	4,72,01,000
1864-65	598,200	4,53,00,110
1865-66	960,150	10,10,04,990
1866-67	968,688	26,80,12,150
1867-68	2,790,745	34,06,49,710
1868-69	3,117,050	44,00,73,020
1869-70	3,396,823	49,34,48,480
1870-71	3,855,477	56,63,62,620
1871-72	4,045,118	62,25,21,200
1872-73	4,480,446	57,39,09,585
1873-74	4,915,365	61,69,24,575
1874-75	5,145,682	68,25,78,760
1875-76	5,325,790	62,69,70,815
1876-77	5,777,514	78,77,51,185
1877-78	6,251,704	99,52,50,980
1878-79	5,853,597	86,09,06,980
1879-80	6,252,415	81,51,93,865
1880-81	6,781,153	85,23,94,480
1881-82	6,086,875	71,68,22,915
1882-83	6,417,698	73,71,65,755
1883-84	6,828,374	67,02,69,920
1884-85	6,014,915	73,99,22,015
1885-86	6,610,519	76,10,25,730
1886-87	6,737,260	74,12,5,165
1887-88	7,234,082	83,20,0,665
1888-89	7,415,524	90,49,0,225
1889-90	7,413,571	93,41,95,605
1890-91	8,103,359	108,24,77,805
1891-92	8,610,623	97,47,43,005
1892-93	8,686,670	114,81,43,505
1893-94	8,544,109	103,97,64,180

and cancelled during 1893-94.

Rupees.		100 Rupees.		500 Rupees.		1,000 Rupees.		10,000 Rupees.		TOTAL.	
Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.
79,08,000	514,708	5,14,70,800	84,210	4,21,05,000	1,56,213	15,62,13,000	15,001	15,00,10,000	4,220,014	44,17,93,430	
12,65,500	42,900	42,90,000	6,680	33,15,000	9,717	97,17,000	2,581	2,58,10,000	198,680	4,57,89,746	
22,68,400	67,028	67,02,800	14,556	72,78,000	14,528	1,45,28,000	3,832	3,83,20,000	332,178	7,14,69,835	
49,73,950	194,153	1,94,15,300	13,753	68,76,500	67,265	6,72,65,000	15,077	15,07,70,000	2,400,432	26,80,91,210	
6,19,750	16,348	16,34,800	2,260	11,30,000	8,928	89,28,000	264	26,40,000	165,117	1,64,04,355	
30,56,600	331,547	3,31,54,700	34,000	1,70,00,000	32,681	3,26,81,000	4,864	4,86,40,000	869,196	13,90,19,650	
2,70,600	13,012	13,01,200	747	3,78,500	882	8,82,000	213	21,30,000	65,008	53,94,745	
10,49,760	42,001	42,00,100	4,806	21,58,000	8,861	88,61,000	3,314	3,31,40,000	286,844	5,12,01,310	
11,07,550	1,221,697	12,21,69,700	160,462	8,02,31,000	298,575	29,85,75,000	45,146	45,14,60,000	9,544,109	103,97,64,180	
...	14.30	...	1.88	...	3.49	...	.53	...	100	...	
2.05	...	11.75	...	7.72	...	28.72	...	43.42	...	100	
81,39,950	540,320	5,40,32,000	90,192	4,50,96,000	164,265	16,42,65,000	11,533	11,53,30,000	4,458,550	42,20,32,335	
11,51,760	40,701	40,70,100	6,915	34,57,500	10,512	1,05,12,000	2,792	2,79,20,000	190,430	4,84,38,895	
22,73,300	67,817	67,81,700	15,662	78,31,000	16,250	1,62,50,000	4,074	4,07,40,000	323,265	7,50,51,875	
64,47,000	209,600	2,09,60,000	14,089	70,44,500	71,460	7,14,60,000	11,874	11,87,40,000	2,438,286	24,31,48,410	
5,08,300	15,616	15,61,600	2,329	11,64,500	8,510	85,10,000	385	38,50,000	150,804	1,60,40,205	
30,70,350	336,679	3,36,67,900	33,737	1,68,68,500	32,326	3,23,26,000	4,314	4,31,40,000	861,625	13,34,15,870	
290,150	12,161	12,16,100	800	4,00,000	961	9,61,000	216	21,60,000	57,494	58,99,330	
10,64,500	45,840	45,84,000	4,477	22,38,500	8,976	89,76,000	3,479	3,47,90,000	288,422	5,39,03,275	
19,45,300	1,268,764	12,68,76,400	168,201	8,41,00,500	312,260	31,22,60,000	38,667	38,66,70,000	8,768,876	99,92,60,205	
...	14.46	...	1.92	...	3.56	...	.44	...	100	...	
2.20	...	12.70	...	8.42	...	31.25	...	38.69	...	100	
89,29,550	470,602	4,70,60,200	83,211	4,16,05,500	183,631	18,36,31,000	2,836	2,83,60,000	3,318,183	28,28,53,085	
11,51,760	40,701	40,70,100	6,915	34,57,500	10,512	1,05,12,000	2,260	2,26,00,000	180,898	4,31,18,305	
21,34,650	67,238	67,23,800	15,464	77,32,000	13,006	1,30,06,000	1,248	1,24,80,000	310,431	4,42,77,650	
61,59,000	203,963	2,03,96,300	13,906	69,53,000	69,648	6,96,48,000	7,626	7,62,60,000	1,690,728	19,07,87,265	
5,17,450	15,926	15,92,600	2,357	11,78,500	7,617	76,17,000	365	36,50,000	148,560	1,58,50,865	
30,11,850	343,558	3,43,55,800	33,964	1,69,82,000	31,930	3,19,30,000	2,956	2,95,60,000	872,582	11,92,16,180	
2,79,950	11,002	11,00,200	782	3,91,000	958	9,58,000	216	21,60,000	56,966	58,49,920	
10,58,350	45,879	45,87,900	4,406	22,03,000	8,791	87,91,000	2,712	2,71,20,000	268,846	4,58,18,630	
92,98,450	1,199,769	11,99,76,900	161,005	8,05,02,500	276,093	27,60,93,000	20,119	20,11,90,000	6,856,181	74,68,32,490	
...	17.50	...	2.35	...	4.02	...	.29	...	100	...	
2.58	...	16.07	...	10.78	...	36.97	...	26.94	...	100	
...	94.5 6	...	95.72	...	88.41	...	52.03	...	78.18	...	

from 1861-62 to 1893-94.

NOTES RECEIVED.		NOTES CANCELLED.	
No.	Value.	No.	Value.
2,000	10,00,000	...	...
82,820	1,49,55,500	52,520	1,10,05,500
246,582	4,17,01,000	240,478	3,74,51,000
253,708	3,37,69,900	214,290	3,15,66,000
854,111	9,98,39,180	386,174	3,90,71,620
1,917,381	25,86,97,220	831,631	7,50,95,040
2,424,319	30,72,64,270	998,679	10,85,26,500
2,936,353	44,69,50,180	1,558,438	14,25,85,600
3,358,591	48,70,24,340	1,900,794	22,30,04,250
3,728,082	56,66,28,810	2,005,842	24,79,56,750
3,813,861	60,48,10,940	1,894,516	25,64,60,160
4,194,129	59,96,88,825	2,150,039	25,00,27,590
4,620,018	62,64,55,300	2,565,890	26,20,42,890
4,762,530	63,66,57,670	3,094,093	28,68,65,125
5,209,541	62,17,81,655	3,500,388	29,62,56,840
5,702,046	77,87,26,475	3,661,354	37,89,18,425
6,120,202	96,25,97,735	4,399,765	45,50,76,735
6,086,955	90,75,10,020	4,115,911	42,84,16,310
6,067,688	80,70,23,265	3,889,150	35,31,49,630
6,625,815	84,04,84,390	4,172,534	38,61,13,350
5,964,017	71,09,97,175	3,855,555	37,95,01,280
6,164,317	73,16,24,485	4,344,957	43,60,02,315
6,769,657	68,88,02,000	4,710,289	42,04,58,825
6,692,313	72,12,80,855	5,137,324	43,21,77,545
6,531,341	76,55,44,465	4,756,480	42,79,23,405
6,657,354	74,47,96,640	4,850,427	42,80,60,590
6,573,877	80,55,70,115	4,892,005	46,06,32,630
7,865,895	91,17,06,030	5,121,223	48,37,09,505
7,330,692	93,37,07,425	5,203,114	48,16,61,600
8,860,406	93,55,27,600	5,460,569	51,83,12,975
8,814,479	98,00,37,240	5,714,482	61,02,38,340
8,427,068	1,12,33,71,880	6,640,073	75,02,22,125
8,768,876	99,92,60,205	6,566,184	74,68,32,490

No. III.
Statement of Receipts and Expenditure of the Department of Issue of Paper Currency for the year 1893-94.

	Calcutta.		Allahabad.		Lahore.		Bombay.		Karachi.		Madras.		Calcutta.		Rangoon.		Total.	
	R.	a. p.	R.	a. p.	R.	a. p.	R.	a. p.	R.	a. p.	R.	a. p.	R.	a. p.	R.	a. p.	R.	a. p.
RECEIPTS.																		
1893-94. — Interest realized on Government Securities	14,18,768	0 0	1,51,944	0 0	1,72,307	0 0	10,56,943	0 0	86,817	0 0	3,13,711	0 0	15,635	0 0	47,746	0 0	32,63,800	0 0
SUNDRY CASH RECEIPTS.																		
Miscellaneous	.....		156 13 0		231 9 6		740 5 0		153 10 0		367 14 8		.....		.....		1,589	4 2
Value of unclaimed Currency Notes	4,205	0 0	460	0 0	1,240	0 0	2,410	0 0	30	0 0	2,350	0 0	50	0 0	1,122	8 0	11,857	8 0
	14,22,973	0 0	1,52,559	13 0	1,73,547	9 6	10,60,092	5 0	86,990	10 0	3,16,493	14 8	15,615	0 0	48,868	8 0	32,77,356	13 2
DISBURSEMENTS.																		
Salaries	17,292	0 7	.....		3,055	5 8	18,164	3 4	1,200	0 0	.....		1,200	0 0	.....		35,918	9 7
Establishment	73,499	6 9	10,311	6 4	9,736	10 5	59,419	8 8	6,101	0 4	19,760	7 7	3,097	0 10	31,046	8 5	2,01,971	1 4
Exchange Compensation Allowance	.....		.....		.....		.....		.....		.....		.....		326	0 3	323	0 3
Temporary Establishment	4,003	1 10	76	2 0	.....		657	1 3	117	11 11	392	4 0	.....		620	0 8	5,865	5 8
Compensation for decrease of Provisions	422	1 2	.....		.....		.....		.....		.....		.....		.....		422	1 2
Charges for Reimbursement	.....		.....		.....		.....		.....		.....		.....		.....		103	8 0
Stationery	.....		.....		.....		.....		.....		.....		.....		.....		3,099	13 4
Printing Charges	1,969	5 9	.....		.....		.....		.....		.....		.....		.....		5,322	3 1
Service Telegrams	1,863	6 9	432	10 3	327	14 0	2,280	8 5	25	13 3	391	14 5	.....		.....		882	13 0
Purchase of Service Stamps	315	3 0	41	0 0	57	13 0	113	10 0	78	7 0	70	11 0	.....		.....		3,243	9 0
House, Lighting, Police and Water Rates	907	9 0	395	0 0	343	3 6	800	0 0	316	9 0	275	9 0	.....		.....		7,036	10 3
Cost of Note Forms	5,850	0 0	.....		73	13 0	1,112	13 3	.....		.....		.....		.....		2,68,023	8 3
One-third freight on Europe Stores	1,82,596	14 0	.....		.....		42,779	7 4	19,622	1 7	22,561	10 8	463	6 8	.....		517	1 1
Pensions and Gratuities	429	15 5	.....		.....		1,405	7 0	947	1 7	.....		.....		.....		12,845	2 7
Cost of Repairs, etc., to Currency Buildings	5,194	13 0	2,048	0 0	100	0 0	694	8 2	.....		175	11 7	.....		.....		8,304	3 9
Cost of Cheats, Bags, and Locks	4,288	0 0	.....		2,245	0 0	157	4 0	126	0 0	44	4 6	.....		.....		4,519	15 6
Contingencies	28	14 0	453	13 0	173	7 0	4,157	0 10	193	15 8	945	9 5	93	14 0	1,354	3 11	14,335	13 3
Travelling Allowances	4,965	5 10	1,325	3 3	1,800	3 3	781	0 0	33	0 0	26	8 0	.....		.....		1,148	0 5
Dead Stock, Cost of Office Furniture	307	8 5	.....		.....		425	3 0	276	0 0	270	4 0	.....		.....		1,761	4 9
	526	15 6	9	13 0	73	12 7	425	3 0	276	0 0	270	4 0	.....		.....		5,75,648	12 3
	3,03,856	9 0	16,065	0 1	18,485	2 6	1,29,150	0 5	28,162	2 0	46,789	8 9	6,179	14 2	26,920	7 5	27,01,707	15 11
PROFIT	11,19,108	7 0	1,36,364	12 11	1,55,813	7 1	9,30,142	4 7	58,628	8 0	2,69,839	5 11	9,435	1 10	21,948	0 7	27,01,707	15 11

ABSTRACTS.

	Calcutta.		Allahabad.		Lahore.		Bombay.		Karachi.		Madras.		Calcutta.		Rangoon.		Total.	
	R.	a. p.	R.	a. p.	R.	a. p.	R.	a. p.	R.	a. p.	R.	a. p.	R.	a. p.	R.	a. p.	R.	a. p.
RECEIPTS.																		
1891-92	1,52,316	10 2	.....		.....		.....		.....		.....		.....		.....		1,52,316	10 2
1892-93	3,27,731	5 4	46,281	6 0	31,434	2 0	8,19,518	4 3	4,637	7 9	1,67,917	2 10	2,268	2 0	.....		3,27,731	5 4
1893-94	9,59,319	4 4	49,784	0 0	31,517	0 0	7,43,696	2 1	23,870	0 0	1,18,385	11 4	4,400	0 0	.....		16,54,979	0 8
1894-95	6,05,285	1 8	45,617	9 4	28,944	4 9	5,92,489	15 5	20,677	12 5	1,21,064	15 9	4,137	1 3	.....		16,62,819	10 11
1895-96	6,91,266	13 6	48,443	8 3	37,827	13 7	6,73,293	8 10	28,823	15 1	1,04,357	0 5	11,963	12 11	.....		13,45,815	4 8
1896-97	5,81,265	0 9	48,310	9 8	35,133	4 11	7,69,001	5 11	38,566	11 1	1,14,559	2 3	12,011	10 11	.....		14,86,972	11 8
1897-98	5,50,288	13 3	62,787	2 7	40,616	1 1	6,73,769	3 4	34,317	10 3	1,32,986	14 7	13,113	3 5	.....		16,67,871	9 0
1898-99	5,85,277	7 6	46,513	7 6	65,087	5 3	5,98,688	4 7	37,765	4 9	1,40,676	4 1	14,877	11 0	.....		14,93,867	10 9
1899-00	5,38,978	2 9	96,879	10 9	46,513	7 6	10,45,520	1 7	37,693	12 6	1,98,729	6 9	33,612	4 0	.....		14,26,965	7 11
1870-71	8,91,423	8 3	1,56,749	4 0	1,01,370	14 0	7,56,290	13 9	35,690	13 0	2,59,187	1 3	48,866	10 3	.....		23,72,227	6 4
1871-72	10,04,194	6 0	1,10,598	7 3	1,10,598	7 3	6,77,999	6 4	36,340	0 0	2,19,693	8 0	56,570	0 0	.....		23,69,994	8 1
1872-73	11,87,241	11 6	1,13,676	0 0	1,13,676	0 0	6,87,508	6 6	40,060	1 6	2,53,836	8 8	89,443	0 0	.....		23,67,517	14 5
1873-74	10,92,800	4 6	1,03,323	0 0	1,28,291	10 9	7,01,084	13 8	35,533	13 0	2,69,536	3 0	37,865	0 0	.....		23,68,799	4 8
1894-95	10,74,551	8 0	1,12,723	0 0	1,34,731	10 0	6,59,869	13 10	47,607	0 0	2,61,697	8 0	27,988	0 0	.....		24,49,647	12 3
1875-76	11,80,679	7 8	36,487	2 0	1,11,997	10 9	6,52,369	0 4	54,105	0 0	2,69,420	0 0	35,593	0 0	.....		23,95,495	13 2
1876-77	12,35,776	6 10	94,621	11 0	1,31,108	13 3	7,72,780	3 3	64,105	0 0	2,69,420	0 0	35,593	0 0	.....		27,96,825	10 1
1877-78	13,93,856	3 11	1,31,108	13 3	1,31,108	13 3	7,72,780	3 3	64,105	0 0	2,69,420	0 0	35,593	0 0	.....		27,96,825	10 1
1878-79	13,93,856	3 11	1,31,108	13 3	1,31,108	13 3	7,72,780	3 3	64,105	0 0	2,69,420	0 0	35,593	0 0	.....		27,96,825	10 1
1879-80	13,93,856	3 11	1,31,108	13 3	1,31,108	13 3	7,72,780	3 3	64,105	0 0	2,69,420	0 0	35,593	0 0	.....		27,96,825	10 1

	1885-86	1886-87	1887-88	1888-89	1889-90	1890-91	1891-92	1892-93	1893-94	TOTAL
DISBURSEMENTS.										
1861-63	3,639	2,771	3,069	3,125	2,773	2,773	2,773	2,773	2,773	2,773
1862-63	3,065	2,771	3,069	3,125	2,773	2,773	2,773	2,773	2,773	2,773
1863-64	1,406,049	4,111	1,406,049	4,111	1,406,049	4,111	1,406,049	4,111	1,406,049	4,111
1864-65	34,145	8,6	34,145	8,6	34,145	8,6	34,145	8,6	34,145	8,6
1865-66	4,00,080	5,2	4,00,080	5,2	4,00,080	5,2	4,00,080	5,2	4,00,080	5,2
1866-67	5,27,735	4,11	5,27,735	4,11	5,27,735	4,11	5,27,735	4,11	5,27,735	4,11
1867-68	90,088	0	90,088	0	90,088	0	90,088	0	90,088	0
1868-69	5,71,781	12,9	5,71,781	12,9	5,71,781	12,9	5,71,781	12,9	5,71,781	12,9
1869-70	93,909	13,7	93,909	13,7	93,909	13,7	93,909	13,7	93,909	13,7
1870-71	1,80,679	3,7	1,80,679	3,7	1,80,679	3,7	1,80,679	3,7	1,80,679	3,7
1871-72	1,02,321	6,3	1,02,321	6,3	1,02,321	6,3	1,02,321	6,3	1,02,321	6,3
1872-73	1,27,751	14,3	1,27,751	14,3	1,27,751	14,3	1,27,751	14,3	1,27,751	14,3
1873-74	1,65,462	14,6	1,65,462	14,6	1,65,462	14,6	1,65,462	14,6	1,65,462	14,6
1874-75	1,36,305	6,10	1,36,305	6,10	1,36,305	6,10	1,36,305	6,10	1,36,305	6,10
1875-76	1,36,771	7,8	1,36,771	7,8	1,36,771	7,8	1,36,771	7,8	1,36,771	7,8
1876-77	1,47,884	0,11	1,47,884	0,11	1,47,884	0,11	1,47,884	0,11	1,47,884	0,11
1877-78	1,32,693	11,4	1,32,693	11,4	1,32,693	11,4	1,32,693	11,4	1,32,693	11,4
1878-79	2,38,041	12,0	2,38,041	12,0	2,38,041	12,0	2,38,041	12,0	2,38,041	12,0
1879-80	1,41,472	1,6	1,41,472	1,6	1,41,472	1,6	1,41,472	1,6	1,41,472	1,6
1880-81	1,21,967	0,0	1,21,967	0,0	1,21,967	0,0	1,21,967	0,0	1,21,967	0,0
1881-82	1,48,717	0,3	1,48,717	0,3	1,48,717	0,3	1,48,717	0,3	1,48,717	0,3
1882-83	2,61,461	7,4	2,61,461	7,4	2,61,461	7,4	2,61,461	7,4	2,61,461	7,4
1883-84	2,23,388	9,8	2,23,388	9,8	2,23,388	9,8	2,23,388	9,8	2,23,388	9,8
1884-85	1,28,143	10,8	1,28,143	10,8	1,28,143	10,8	1,28,143	10,8	1,28,143	10,8
1885-86	2,77,998	11,3	2,77,998	11,3	2,77,998	11,3	2,77,998	11,3	2,77,998	11,3
1886-87	1,86,623	15,1	1,86,623	15,1	1,86,623	15,1	1,86,623	15,1	1,86,623	15,1
1887-88	2,34,563	9,3	2,34,563	9,3	2,34,563	9,3	2,34,563	9,3	2,34,563	9,3
1888-89	1,84,911	13,7	1,84,911	13,7	1,84,911	13,7	1,84,911	13,7	1,84,911	13,7
1889-90	2,16,264	4,2	2,16,264	4,2	2,16,264	4,2	2,16,264	4,2	2,16,264	4,2
1890-91	2,21,502	6,0	2,21,502	6,0	2,21,502	6,0	2,21,502	6,0	2,21,502	6,0
1891-92	2,12,096	0,4	2,12,096	0,4	2,12,096	0,4	2,12,096	0,4	2,12,096	0,4
1892-93	2,18,496	4,9	2,18,496	4,9	2,18,496	4,9	2,18,496	4,9	2,18,496	4,9
1893-94	3,03,868	9,0	3,03,868	9,0	3,03,868	9,0	3,03,868	9,0	3,03,868	9,0
TOTAL	66,12,005	14,7	66,12,005	14,7	66,12,005	14,7	66,12,005	14,7	66,12,005	14,7
PROFIT	2,46,38,119	4,1	2,46,38,119	4,1	2,46,38,119	4,1	2,46,38,119	4,1	2,46,38,119	4,1

(a) Includes cost of note forms not shown in the Annual Report of that year.

The following are the Circles in which the Final Receipts and Disbursements differed from approximate figures reported in 1892-93.

	Receipts.	Disbursements.	Difference, Increase + Decrease -
Calcutta, Approximate	1,25,710	1,25,710	0
Allahabad, Approximate	1,75,000	1,75,000	0
" Final	1,75,000	1,75,000	0
Lahore, Approximate	1,80,000	1,80,000	0
" Final	1,80,000	1,80,000	0
Bombay, Approximate	1,75,000	1,75,000	0
" Final	1,75,000	1,75,000	0
Masulipatam, Approximate	1,75,000	1,75,000	0
" Final	1,75,000	1,75,000	0
Madras, Approximate	1,75,000	1,75,000	0
" Final	1,75,000	1,75,000	0
Calicut, Approximate	1,75,000	1,75,000	0
" Final	1,75,000	1,75,000	0
Burma, Approximate	1,75,000	1,75,000	0
" Final	1,75,000	1,75,000	0
Final increase or decrease as compared with approximate	210	210	0

99,701 5 3

No. IV.

Classification of Treasuries according to Encashment of Notes.

A			B			C			A.	B.	C.
Treasuries which were able throughout the year to cash notes at all times to the extent of the public demand on them.			Treasuries ordinarily able to cash notes on presentation.			Treasuries at which this accommodation could not usually be given.					
			India.								
Ajmere.	Bhopal.	Quetta.	Sambar.			Coorg.	Indore.	Nowgong (Bd).	3	1	3
			Central Provinces.						12	6	0
Balaghat.	Chhindwara.	Nagpur.	Bilaspur.	Raipur.	Seoni.						
Betul.	Damoh.	Narsingpur.	Hoshangabad.		Warhha.						
Bhandara.	Mandla.	Nimar.	Jubbulpur.								
Chanda.		Saugor.									
		Sambalpur.									
			Burma.						14	19	0
Bassein.	Maubin.	Sandoway.	Bhamo.	Minbu.	Shwabo.						
Henzadah.	Morgui.	Shwegyin.	Fort Stedman.	Mogok.	Thayetmyo.						
Kyaukphyoo.	Poku.	Tavoy.	Katha.	Monywa.	Yemethin.						
Kyaukse.	Prome.	Tharrawaddy.	Kindat.	Myaungmya.	Yeu.						
Mandalay.		Toungboe.	Lashio.	(opened 1st November 1893.)							
			Magwe.	Myingyan.							
			Meiktila.	Pokkoku.							
				Pyinmana.							
				(closed 31st October 1893.)							
				Saguing.							
			Assam.						4	6	2
Garo Hills.	Khasi Hills.	Nowgong.	Cachar.	Lakhimpur.	Naga Hills.	Darrang.	Sylhet.				
Gualpara.			Kamrup.	Manipur.	Sibsagar.						
			Bengal.						39	5	1
Backergunge.	Hazariabagh.	Noakhali.	Champanun.		Manbhoom.	Darjeeling.					
Balaaur.	Hooghly.	Nuddes.	Gya.		Mozufferpur.						
Bankoora.	Howrah.	Nya Doomka.			Murshedabad.						
Berhoom.	Jessore.	Palamow.									
Bhagalpur.	Jalpaiguri.	Patna.									
Bogra.	Khordna.	Pubna.									
Burdwan.	Lohardugga.	Puri.									
Chittagong.	Malda.	Purneah.									
Cuttack.	Midnapur.	Rajshahye.									
Dacca.	Monghyr.	Rungpur.									
Dinapore.	Mymensing.	Sarun.									
Durbhunga.		Shahabad.									
Furzedpur.		Singbhoom.									
		Tipperah.									
		24-Pergunnahs.									
			N.-W. P. and Oudh.						44	0	2
Agro.	Faizabad.	Mirzapur.				Dehra Dun.	Nani Tal.				
Aligarh.	Farrukhabad.	Moradabad.									
Azamgarh.	Fatihpur.	Muttra.									
Ballia.	Ghazipur.	Muzaffarnagar.									
Bahraich.	Gonda.	Paritabgarh.									
Banda.	Gorakhpur.	Pilibhit.									
Bara-Banki.	Hamirpur.	Rae Bareilly.									
Barilly.	Hardoi.	Rurki.									
Basti.	Jalaun.	Saharanpur.									
Benares.	Jaunpur.	Shahjahanpur.									
Bijnor.	Jhansi.	Sitapur.									
Budaun.	Kheri.	Sultanpur.									
Bulandshahr.	Lucknow.	Unao.									
Cawnpore.	Mainpuri.										
Etah.	Meerut.										
Etawah.											
			Punjab.						27	8	0
Amritsar.	Gujrat.	Montgomery.	Jhang.	Kangra.	Ludhiana.						
Baun.	Gurdaspur.	Multan.									
Dera Ghazi Khan.	Gurgaon.	Muzaffargarh.									
Dera Ismail Khan.	Hazara.	Peshawar.									
Ferozepore.	Hissar.	Rawalpindi.									
Gujranwala.	Hoshiarpur.	Rohtak.									
	Jhelum.	Shahpur.									
	Jullundur.	Sialkot.									
	Karnal.	Simla.									
	Kurram.	Umballa.									
	Kohat.										
			Madras.						14	7	2
Anantapur.	Nellore.	Tinnevely.	Bellary.	Ganjam.	Malabar.	Bangalore.		Nilgiris.			
Chingleput.	North Arcot.	Travancore.	Coimbatore.	Godavari.	South Canara.						
Cuddapah.	Salem.	Trichinopoly.		Kistna.							
Karnool.	South Arcot.	Vizagapatam.									
Madura.	Tanjore.										
			Bombay.						19	4	2
Aden.	Hyderabad (Sind).	Nasik.	Baroda.	Kolaba.	Sikarpur.	Cutch (Bhuj).	Dhulia.				
Ahmedabad.	Kaira.	Poona.	Khandesh.								
Ahmednagar.	Kanara (Karwar).	Ratnagiri.									
Belgaum.	Karachi.	Sutara.									
Bijapur.	Kathiawar.	Sholapur.									
Breach.		Surat.									
Dharwar.		Thana.									
			Hyderabad.						0	0	1
						Akola.	Basim.	Ellichpur.			
						Amaroti.	Buldana.	Wun.			
									176	51	18
									TOTAL		
									TOTAL OF A, B, C		
									245		

No. V.
Statistics of Treasury and other balances on 31st December 1893.

	DENOMINATIONS OF NOTES.										PERCENTAGES OF NOTES.	
	R5.	R10.	R20.	R50.	R100.	R500.	R1,000.	R10,000.	Foreign Notes.	TOTAL.		December 1893.
										Notes.	Cash.	
Treasuries and Branch Banks.												
Calcutta Circle	17,065	3,41,110	96,040	2,10,136	8,22,200	5,08,000	13,33,000	3,49,39,000	11,75,220	3,94,27,785	1,83,04,198	68
Allahabad	19,245	48,160	74,120	1,77,550	2,80,900	1,89,500	6,41,000	7,10,000	6,17,855	27,58,490	1,66,90,592	14
Lahore	33,975	65,030	1,31,020	2,36,900	3,11,500	3,37,000	13,03,000	20,60,000	11,61,745	56,40,170	87,89,444	39
Bombay	87,980	9,45,960	2,55,080	2,64,500	6,93,900	2,95,500	16,36,000	3,24,90,000	6,60,585	8,76,62,505	1,17,70,325	76
Nagpur	3,685	30,760	15,360	43,350	1,84,200	88,500	86,000	...	97,535	5,43,530	43,32,388	11
Karachi	4,315	66,020	31,280	57,550	1,76,000	1,34,000	8,33,000	...	6,080	13,08,195	8,35,378	61
Madras	21,290	84,180	60,040	1,10,550	9,64,000	1,73,500	1,22,000	30,20,000	1,58,445	37,14,605	1,16,39,489	24
Calicut	15,390	16,190	48,280	50,450	3,38,200	41,500	42,000	...	2,51,875	8,03,885	24,60,873	25
Central India	1,880	9,920	8,840	11,650	21,100	18,500	16,000	...	17,135	1,66,125	19,89,008	5
Burma	14,780	50,820	49,200	56,350	1,91,400	55,500	1,10,000	47,70,000	24,015	53,52,665	70,36,591	43
	2,19,605	16,57,150	7,64,500	12,19,000	39,93,400	18,36,500	81,10,000	7,69,80,000	42,09,540	9,69,59,695	8,39,77,927	54
Presidency Banks, Head Office.												
Bank of Bengal	7,725	2,95,320	52,500	1,03,750	4,46,100	2,72,000	8,78,000	...	90,53,905	81,09,260	19,25,243	87
" Bombay	28,600	1,68,930	56,120	52,000	3,05,200	2,77,500	8,86,000	2,00,10,000	52,440	2,18,58,540	2,00,731	99
" Madras	2,440	34,780	16,300	13,650	1,74,100	1,00,500	1,63,000	6,80,000	...	11,64,770	6,32,787	53
	38,765	5,00,030	1,24,920	1,70,050	9,27,500	6,50,000	19,25,000	2,06,90,000	61,06,305	3,11,82,570	22,58,759	98

No. VI.

Issues and Receipts of Home Notes at each Circle.

	CIRCLES.								Total.
	Calcutta.	Allahabad.	Lahore.	Bombay.	Karschi.	Madras.	Calicut.	Rangoon.	
Circulation on 1st April 1893	R 11,02,09,650	R 1,51,49,155	R 1,68,99,475	R 7,90,30,260	R 81,99,580	R 3,13,38,535	R 13,08,450	R 66,77,090	R 26,88,12,195
Issues.									
Over the counter	38,04,01,330	3,67,06,245	3,02,17,330	24,75,45,715	1,00,72,355	10,53,23,900	53,94,745	5,06,30,310	86,62,96,980
At Agencies	41,000	55,500	1,64,37,000	5,23,000	...	4,50,000	...	5,71,000	1,80,77,500
In Remittance Transactions { Between Head Offices and Agencies	1,26,45,100	50,75,000	1,38,65,455	96,75,000	...	2,40,45,650	...	...	6,53,06,205*
For Promelting Fees	4,87,06,000	39,53,000	1,09,50,000	1,09,20,000	63,32,000	91,95,000	...	...	9,00,56,000*
	...	...	...	27,495	...	...	...	...	27,495
TOTAL ISSUES	44,17,93,430	4,57,89,745	7,14,69,835	26,86,91,210	1,64,04,355	13,90,19,550	53,94,745	5,12,01,310	1,03,97,64,180
TOTAL OF BALANCE AND ISSUES	55,20,03,080	6,09,38,900	8,83,69,310	34,77,91,470	2,46,03,985	17,03,58,085	67,03,195	5,78,78,400	1,30,85,76,375
Receipts.									
Over the counter	32,86,75,830	1,52,56,880	1,84,69,525	18,64,70,340	1,35,34,036	9,46,32,185	14,99,845	5,21,05,605	71,06,44,245
At Agencies	94,000	...	5,97,000	5,34,000	...	3,80,000	...	...	16,09,000
For Mint Certificates	38,46,080	...	...	1,27,06,235	...	...	...	...	1,65,52,375
From other Currency Circles	2,54,03,425	3,13,55,030	2,72,89,350	1,64,67,835	34,06,170	1,40,85,895	38,99,485	17,97,070	12,42,04,860
In Remittance Transactions { Between Head Offices and Agencies	1,86,69,000	10,26,995	2,72,26,000	76,70,000	...	1,42,92,790	...	...	6,88,84,785*
For Promelting Fees	4,62,40,000	3,00,000	15,00,000	1,93,00,000	...	1,00,25,000	...	...	7,73,65,000*
TOTAL RECEIPTS	42,29,92,335	4,84,38,905	7,50,81,875	24,31,48,410	1,69,40,205	13,34,15,870	53,99,330	5,39,03,275	99,92,60,205
BALANCE IN CIRCULATION ON 31st MARCH 1894	12,90,70,745	1,24,99,995	1,32,87,435	10,45,73,060	76,63,730	3,69,42,215	13,03,565	39,75,125	30,93,16,170

* See foot-note to Statement No. VII.

Issues and Receipts of Coin at each Circle.

CIRCLES.

	Calcutta.		Allahabad.		Lahore.		Bombay.		Karachi.		Madras.		Calcutt.		Bangom.		Total.	
	R	a. p.	R	a. p.	R	a. p.	R	a. p.	R	a. p.	R	a. p.	R	a. p.	R	a. p.	R	a. p.
Balance on 1st April 1893	2,74,77,820	0 4	1,65,67,960	0 0	2,13,35,250	0 0	6,59,09,089	0 0	50,08,525	0 0	2,05,52,805	0 0	7,08,450	0 0	1,77,55,845	0 0	17,58,85,744	0 4
Receipts—Over counter	4,86,94,930	0 0	1,59,55,985	0 0	1,03,47,545	0 0	6,79,28,680	0 0	6,64,475	0 0	1,38,97,005	0 0	30,75,305	0 0	2,73,46,245	0 0	18,77,10,170	0 0
From small coin account	...	...	...	...	...	...	...	...	...	...	2,58,500	0 0	...	...	...	...	2,58,500	0 0
" Bullion	(a) 13,00,000	0 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13,00,000	0 0
" At Agencies	29,000	0 0	55,500	0 0	1,62,97,000	0 0	5,23,000	0 0	...	...	4,50,000	0 0	...	...	5,71,000	0 0	1,79,25,500	0 0
Between Head office and Agencies	1,33,25,000	0 0	50,76,000	0 0	1,59,57,455	0 0	96,75,000	0 0	...	...	3,38,40,840	0 0	...	...	...	...	7,78,73,295	0 0
Between Circles	3,30,46,795	0 0	1,41,00,000	0 0	54,00,000	0 0	56,00,000	0 0	76,30,000	0 0	2,00,000	0 0	7,10,000	0 0	1,96,91,000	0 0	8,63,77,765	0 0
For mint certificates	20,00,515	2 1	...	...	...	...	1,21,69,136	0 0	...	...	...	...	...	...	...	...	1,41,69,651	2 1
TOTAL RECEIPTS.	9,83,96,310	2 1	3,51,96,485	0 0	4,80,02,000	0 0	9,58,95,816	0 0	82,94,475	0 0	4,84,46,345	0 0	37,85,305	0 0	4,76,08,245	0 0	38,51,14,881	2 1
TOTAL OF BALANCE AND RECEIPTS	12,58,74,030	2 5	5,17,54,445	0 0	6,93,37,250	0 0	16,18,04,905	0 0	1,33,03,000	0 0	6,90,49,150	0 0	44,93,755	0 0	8,53,34,090	0 0	56,10,00,635	2 5
Issues—Over the counter	6,66,90,485	0 0	84,09,980	0 0	70,74,940	0 0	5,01,05,810	0 0	62,05,555	0 0	93,39,515	0 0	15,61,410	0 0	2,88,35,360	0 0	17,82,22,945	0 0
At Agencies	86,000	0 0	...	...	4,57,000	0 0	5,34,000	0 0	...	...	3,30,000	0 0	...	...	...	...	14,57,000	0 0
Between Head office and Agencies	1,95,54,000	0 0	10,28,985	0 0	2,93,18,000	0 0	76,70,000	0 0	...	...	2,45,38,340	0 0	...	...	...	...	8,21,07,335	0 0
Between Circles	7,00,000	0 0	87,95,965	0 0	46,63,800	0 0	3,99,80,000	0 0	11,28,000	0 0	...	...	19,95,000	0 0	1,76,15,000	0 0	7,48,56,765	0 0
For Bullion delivered and for Premiuming fees	5,343	2 5	...	...	...	...	2,437	0 0	...	...	2,31,500	0 0	...	...	...	...	8,770	2 5
To small coin accounts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,31,500	0 0
TOTAL Issues	8,70,35,828	2 5	1,82,32,940	0 0	4,16,12,740	0 0	9,82,73,237	0 0	73,33,555	0 0	3,44,89,955	0 0	35,56,410	0 0	4,64,50,350	0 0	33,68,84,315	2 5
Balance of Coin, 31st March 1894	3,88,38,202	0 0	3,35,21,505	0 0	2,78,24,510	0 0	6,35,31,668	0 0	59,69,445	0 0	3,46,09,795	0 0	9,37,345	0 0	1,88,83,940	0 0	22,41,16,310	0 0

Remittance transactions with other Circles.

Receipts.

Issues.

R

a. p.

R

a. p.

R

a. p.

R

a. p.

R

a. p.

R

a. p.

R

a. p.

R

a. p.

• Home notes (Statement VI)
Coin (Statement VII)

Add—Foreign notes received and issued in remittance
Add—Coin received in remittance at Calcutta in 1892-93, but paid at Bombay in 1893-94.

(a) It has been decided that small coin should, in future, be treated as small coin, and not as bullion.

No. VIII.

Value of Currency Notes in Circulation on the last day of each month.

(In Lakhs of Rupees.)

1893-94	1894-95	1895-96	1896-97	1897-98	1898-99	1899-00	1900-01	1901-02	1902-98	1893-94																						
April	5.18	5.68	7.48	7.02	7.84	8.92	9.80	9.63	10.13	13.34	11.01	9.27	10.73	10.73	11.13	13.30	11.27	12.89	12.86	14.20	13.35	12.34	13.02	13.78	14.02	16.54	15.82	17.41	25.71	23.96	24.22	
May	5.01	6.04	7.46	7.87	8.16	10.04	10.38	8.68	10.46	13.46	11.21	9.96	11.06	10.79	11.53	13.09	11.17	13.10	13.01	14.67	13.09	13.24	13.54	14.17	13.90	17.03	15.77	17.51	26.13	25.23	24.99	
June	5.06	5.99	8.34	8.60	8.55	10.04	10.80	8.70	10.63	13.51	11.88	10.16	11.29	11.59	12.67	12.87	11.82	13.64	13.72	14.91	13.01	13.83	14.86	13.78	14.08	17.69	16.24	17.94	26.81	26.77	26.42	
July	5.11	6.31	8.58	8.67	8.72	10.06	10.53	9.12	10.72	13.47	11.95	10.73	11.18	11.54	12.85	14.07	12.24	13.91	14.01	15.22	13.54	14.56	14.50	14.26	15.45	18.05	16.49	18.11	27.04	22.46	27.05	
August	5.16	6.37	8.69	8.46	9.39	10.13	10.21	9.45	11.29	13.32	12.03	10.87	11.19	11.91	12.15	14.27	12.74	13.75	14.21	15.29	13.70	14.97	14.86	14.44	15.66	17.69	16.13	20.54	26.93	29.07	28.30	
September	5.26	6.48	8.87	9.28	9.53	10.41	10.18	10.07	11.82	13.31	12.06	10.60	11.77	11.73	12.39	14.06	13.33	13.47	13.51	15.28	14.40	15.01	15.35	14.30	16.78	16.94	16.14	22.91	26.24	28.97	28.96	
October	5.65	7.09	7.64	10.16	9.96	10.61	10.76	10.19	11.31	13.00	12.06	10.88	12.04	11.45	13.19	13.70	13.58	13.55	13.83	15.82	14.49	13.61	15.71	14.53	17.78	16.74	16.67	25.66	25.99	28.94	28.94	
November	5.10	7.13	7.83	10.10	10.21	10.41	11.38	10.27	11.09	13.30	11.73	11.02	11.69	11.93	14.74	13.46	13.75	14.50	13.97	16.28	14.47	15.76	15.64	14.63	18.61	15.50	16.67	26.54	25.98	28.83	29.62	
December	5.11	7.45	7.40	9.96	10.32	10.30	11.31	10.35	10.87	12.85	10.91	11.08	11.22	11.97	15.03	12.69	13.80	14.38	13.11	16.16	13.89	15.06	15.20	14.41	17.69	15.15	15.47	27.04	24.85	26.05	30.13	
January	5.11	7.39	6.91	8.68	10.11	10.20	11.15	10.76	13.08	12.16	9.98	11.16	11.77	12.44	15.64	12.15	14.23	14.12	13.38	15.37	12.11	14.97	15.41	14.10	17.08	15.28	16.29	27.61	22.62	26.61	30.52	
February	5.06	7.40	6.87	8.87	9.56	10.65	10.82	10.07	12.69	11.52	9.69	11.13	11.23	12.57	14.07	12.29	13.26	13.25	13.74	14.42	12.26	14.58	14.56	14.07	16.45	14.63	16.37	26.41	22.90	25.86	30.20	
March	5.31	7.43	6.90	8.09	9.07	9.96	10.47	10.44	13.17	11.14	9.25	11.24	11.00	11.62	13.57	11.42	12.36	13.40	13.91	14.51	12.76	14.58	14.17	13.88	16.42	15.74	15.77	25.61	24.06	26.40	30.41	
Average	5.11	6.73	7.76	8.82	9.25	10.15	10.67	9.81	11.42	12.86	11.15	10.67	11.35	11.64	13.25	12.19	12.80	13.66	13.54	15.18	13.39	14.54	14.71	14.20	16.16	16.43	16.15	22.83	25.44	27.10	28.32	
Net Imports of Silver	12.86	10.06	18.67	6.96	5.39	8.60	7.32	94	6.52	71	2.49	4.61	1.55	7.20	14.65	2.97	7.87	3.89	5.38	7.51	6.25	7.44	11.48	7.04	9.30	9.28	10.93	14.17	9.15	12.87	13.16	
Net Amount borrowed in India	-34	-2	-69	60	79	-35	2.18	1.22	-1.16	-1.51	-4	3.4	2.92	-85	3.03	3.83	4.03	3.09	2.75	2.04	2.50	...	...	120	5.50	2.79	1.58	-1	-5	26	3.41
Currency Investment on 31st March	2.40	3.57	3.96	3.25	3.25	3.91	3.60	3.23	5.91	5.69	5.69	5.68	5.69	6.00	5.69	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	5.99	5.99	5.99	6.00	7.00	8.00	8.00	8.00	
Receipts of Paper Currency Department	...	15	8	7	10	7	14	12	11	21	19	20	20	21	20	19	25	23	25	21	21	21	21	20	21	21	21	21	27	24	26	27

No. IX.

Currency Notes in Circulation in India. (In Lakhs and Thousands of Rupees.)

LAST DAY OF	Calcutta.	Allaha- bad.	Lahore.	Bombay.	Akola.	Nagpore.	Karachi.	Madras.	Calicut.	Coconada.	Rangoon.	TOTAL.
1882.												
January	6,54,53	99,69	74,11	3,37,68	2,07	3,17	30,44	1,19,08	16,90	2,45	...	18,33,12
February	6,86,80	1,06,76	73,41	3,20,31	1,77	2,71	28,41	1,35,82	16,02	2,36	...	13,74,17
March	6,88,04	86,58	73,95	3,15,13	1,64	2,62	30,73	1,48,10	13,17	2,07	...	13,97,03
April	6,87,23	57,53	80,16	3,59,37	...	...	34,88	1,54,73	16,09	...	...	14,19,99
May	6,72,87	61,98	77,01	4,52,00	...	...	34,18	1,56,43	12,81	...	...	14,67,25
June	6,80,94	81,94	71,82	4,57,64	...	...	29,98	1,50,36	18,44	...	...	14,91,11
July	6,91,22	93,22	74,59	4,75,13	...	...	29,15	1,43,61	21,06	...	...	15,28,58
August	7,11,29	84,59	90,82	4,64,64	...	...	30,33	1,28,09	13,09	...	...	15,28,85
September	6,93,16	79,83	96,16	4,90,15	...	...	31,42	1,17,35	19,85	...	...	15,27,92
October	6,90,7	80,14	1,07,01	5,31,56	...	...	32,83	1,16,16	14,09	...	...	15,81,79
November	7,59,74	81,85	69,97	5,90,14	...	...	28,84	1,10,86	15,04	...	...	16,25,44
December	7,89,40	96,74	70,98	4,91,83	...	...	37,72	1,20,65	8,82	...	...	16,16,14
1883.												
January	7,48,75	1,04,89	65,41	4,42,89	...	...	35,76	1,32,41	7,69	...	...	15,36,80
February	7,01,01	99,95	64,35	3,99,84	...	...	32,77	1,36,83	7,78	...	...	14,42,03
March	7,51,09	81,72	73,12	3,53,53	...	...	31,24	1,51,26	8,68	...	...	14,50,61
April	6,35,97	65,81	74,27	3,61,85	...	...	30,83	1,54,04	12,10	...	...	13,34,87
May	6,04,27	61,95	77,21	3,54,04	...	...	28,28	1,69,01	10,54	...	...	13,09,83
June	6,19,73	81,71	73,53	3,18,98	...	...	34,20	1,60,96	11,98	...	...	13,01,04
July	6,36,59	90,79	72,37	3,50,14	...	...	36,86	1,54,40	12,52	...	...	13,58,07
August	6,25,41	81,44	72,63	3,07,78	...	...	34,71	1,47,48	11,38	...	7,99	13,78,82
September	6,28,40	78,16	76,47	4,59,24	...	...	32,97	1,37,90	10,97	...	16,79	14,39,80
October	6,29,08	67,78	78,73	4,02,43	...	...	28,97	1,28,37	10,60	...	17,61	14,48,57
November	6,38,47	61,71	84,35	4,97,87	...	...	27,38	1,10,46	9,63	...	17,62	14,47,49
December	6,00,47	60,44	82,78	4,18,79	...	...	28,65	1,18,93	8,77	...	18,72	13,88,55
1884.												
January	5,73,92	66,96	76,78	3,31,54	...	...	24,06	1,19,16	8,72	...	9,77	12,10,91
February	5,46,38	62,15	76,72	3,41,02	...	...	23,36	1,37,94	9,97	...	10,04	12,25,58
March	5,93,58	51,61	75,52	3,58,47	...	...	29,62	1,30,32	9,08	...	20,85	12,75,65
April	5,44,35	53,01	78,16	3,61,58	...	...	31,96	1,38,32	9,67	...	17,19	12,34,24
May	6,04,86	62,32	74,84	3,71,39	...	...	31,56	1,37,80	10,82	...	30,54	13,24,13
June	6,47,84	79,95	72,10	3,92,20	...	...	27,48	1,26,50	12,09	...	24,54	13,82,61
July	6,79,14	75,86	74,27	4,30,53	...	...	29,85	1,20,09	17,83	...	28,95	14,56,05
August	7,22,84	75,33	78,36	4,29,86	...	...	29,57	1,16,07	19,03	...	26,20	14,07,26
September	7,06,01	86,31	78,28	4,48,10	...	...	29,03	1,20,64	18,67	...	19,52	15,06,55
October	7,27,55	78,38	81,69	4,85,07	...	...	29,72	1,26,26	15,97	...	15,95	15,61,19
November	7,23,68	72,45	88,56	4,89,70	...	...	27,73	1,34,34	12,90	...	21,62	15,76,27
December	6,65,60	83,00	80,83	4,92,31	...	...	26,66	1,29,00	9,85	...	22,17	15,08,42
1885.												
January	6,21,30	1,07,29	82,78	4,84,29	...	...	31,11	1,46,10	8,81	...	15,30	14,96,28
February	5,93,74	81,79	80,89	4,79,62	...	...	34,67	1,63,30	8,16	...	11,20	14,63,37
March	6,52,28	62,15	82,64	4,51,24	...	...	41,90	1,43,43	7,79	...	13,28	14,57,69
April	5,03,06	50,98	75,89	3,97,81	...	...	46,74	1,34,75	7,92	...	19,60	13,01,78
May	6,62,02	52,50	75,46	4,53,85	...	...	42,00	1,44,29	8,56	...	15,11	13,53,79
June	5,72,22	63,96	77,26	5,65,36	...	...	43,50	1,37,78	12,48	...	13,83	14,86,29
July	6,03,14	60,06	76,97	4,89,65	...	...	43,04	1,31,85	15,89	...	14,75	14,50,35
August	6,04,43	51,92	73,07	4,97,73	...	...	46,29	1,23,38	15,09	...	25,49	14,30,40
September	6,40,94	58,07	74,60	5,43,05	...	...	49,09	1,18,13	17,76	...	33,16	15,54,80
October	6,43,13	50,32	74,33	5,46,61	...	...	48,80	1,30,42	14,73	...	34,91	15,71,34
November	6,57,40	56,80	80,53	5,34,51	...	...	43,95	1,18,53	14,07	...	52,05	15,63,74
December	6,05,13	60,70	79,54	5,24,76	...	...	46,94	1,38,45	9,88	...	54,29	15,19,69
1886.												
January	6,31,99	68,87	80,45	5,13,42	...	...	45,63	1,54,18	9,91	...	36,19	15,41,14
February	5,93,40	73,12	80,85	4,58,00	...	...	43,28	1,86,68	9,56	...	10,73	14,55,57
March	5,99,59	65,68	78,43	4,34,93	...	...	52,75	1,70,51	9,60	...	14,72	14,17,21
April	5,77,11	67,81	84,00	3,99,17	...	...	60,69	1,69,90	17,33	...	12,01	13,77,94
May	5,46,50	65,77	79,86	4,33,49	...	...	60,78	1,74,45	10,37	...	25,45	14,16,87
June	5,38,78	99,01	75,26	4,28,03	...	...	51,80	1,45,35	12,08	...	27,15	13,78,06
July	5,36,08	81,12	81,82	4,97,51	...	...	54,01	1,31,73	16,79	...	27,48	14,20,44
August	5,60,32	77,38	85,79	4,66,59	...	...	50,69	1,62,48	15,03	...	26,16	14,41,44
September	5,71,90	79,39	86,15	4,34,76	...	...	52,99	1,61,01	17,67	...	26,54	14,30,40
October	5,66,85	80,44	91,14	4,59,93	...	...	50,06	1,47,99	13,86	...	42,94	14,63,21
November	5,69,35	73,96	93,12	4,73,98	...	...	49,80	1,42,99	13,97	...	50,65	14,67,82
December	6,07,10	77,86	80,79	3,88,62	...	...	47,31	1,58,61	13,26	...	37,60	14,41,15
1887.												
January	5,87,95	89,71	80,67	3,96,66	...	...	38,15	1,68,83	10,72	...	37,15	14,09,44
February	5,89,76	79,55	78,80	3,84,92	...	...	39,79	1,80,08	9,55	...	31,99	14,07,44
March	5,96,40	61,17	79,78	3,81,26	...	...	43,98	1,73,49	9,74	...	31,86	13,87,68
April	5,96,37	57,17	84,00	4,19,90	...	...	37,76	1,62,70	10,59	...	33,07	14,01,65
May	5,77,38	56,85	88,80	4,13,80	...	...	40,68	1,64,68	12,90	...	34,94	13,90,33
June	5,78,82	75,73	80,88	4,04,90	...	...	39,60	1,71,61	14,70	...	48,39	14,07,72
July	5,72,58	1,05,15	98,31	4,69,21	...	...	42,95	1,84,23	19,53	...	58,59	15,47,58
August	5,67,78	96,98	1,02,37	5,07,34	...	...	47,44	1,72,20	13,49	...	68,22	15,65,82
September	6,05,53	95,62	1,05,30	5,54,62	...	...	51,72	1,77,89	12,90	...	71,10	16,78,28
October	6,26,43	1,02,47	1,03,56	6,15,23	...	...	56,85	1,76,09	10,22	...	87,45	17,78,05
November	6,52,19	97,19	1,00,40	6,58,53	...	...	59,92	1,74,95	9,41	...	1,08,54	18,61,03
December	6,92,62	92,67	87,64	5,52,91	...	...	50,04	1,90,56	8,74	...	94,08	17,69,26

No. IX—contd.

Currency Notes in Circulation in India. (In Lakhs and Thousands of Rupees)—contd.

LAST DAY OF	Calcutta.	A laha- bad.	Lahore.	Bombay.	Akola.	Nagpore.	Karachi.	Madras.	Catcut.	Coconada.	Itanagoo.	Total.
1888.												
January	6,76,96	1,01,80	88,68	5,33,36	...	...	48,87	2,05,40	9,31	...	43,05	17,24,00
February	6,67,60	84,28	81,96	5,43,98	...	...	46,71	1,79,86	8,20	...	26,35	16,82,00
March	6,44,77	90,46	82,20	5,38,37	...	...	48,54	1,07,99	7,85	...	37,20	16,82,00
April	6,40,53	88,38	87,99	5,50,87	...	...	40,89	2,18,21	9,93	...	28,28	16,82,00
May	6,30,59	89,96	92,37	5,37,87	...	...	49,64	1,93,42	9,66	...	30,03	17,24,00
June	7,21,89	99,14	82,33	5,98,32	...	...	42,98	1,76,85	11,25	...	36,15	17,24,00
July	6,62,07	1,11,24	87,95	6,86,83	...	...	39,07	1,70,68	15,45	...	32,24	17,24,00
August	6,09,19	88,98	95,80	7,05,98	...	...	36,65	1,72,02	15,73	...	44,20	17,24,00
September	6,14,68	83,47	82,96	6,57,76	...	...	39,23	1,68,39	12,21	...	35,39	17,24,00
October	6,81,68	82,18	91,95	5,60,33	...	...	38,67	1,67,89	10,17	...	41,64	17,24,00
November	6,59,54	79,45	80,38	4,43,92	...	...	34,66	1,91,01	9,77	...	51,71	17,24,00
December	6,54,69	95,49	81,24	4,01,70	...	...	33,87	1,94,02	10,12	...	44,10	17,24,00
1889.												
January	6,57,89	74,06	79,11	4,40,92	...	...	36,63	1,87,61	9,26	...	41,24	17,24,00
February	6,60,47	69,69	78,39	4,15,95	...	...	39,41	1,81,67	9,85	...	27,55	17,24,00
March	6,67,07	65,87	85,15	5,03,27	...	...	41,18	1,71,59	11,39	...	28,26	17,24,00
April	6,68,81	60,11	90,78	5,15,56	...	...	46,13	1,71,95	10,22	...	18,97	17,24,00
May	6,62,54	72,87	85,79	4,90,97	...	...	44,28	1,82,88	14,30	...	23,03	17,24,00
June	6,73,96	90,80	87,45	5,19,56	...	...	38,88	1,69,79	14,46	...	29,09	17,24,00
July	6,67,46	73,45	85,25	5,45,70	...	...	46,09	1,85,85	17,78	...	27,93	17,24,00
August	6,01,31	85,82	88,59	5,76,59	...	...	44,11	1,82,00	15,23	...	21,58	17,24,00
September	6,27,51	87,14	84,01	5,14,63	...	...	47,13	2,10,46	15,09	...	27,84	17,24,00
October	6,44,96	81,63	86,93	5,74,12	...	...	38,66	1,90,57	17,13	...	28,98	17,24,00
November	6,45,67	86,73	81,76	5,83,50	...	...	34,24	1,90,91	14,90	...	24,96	17,24,00
December	6,54,82	84,05	77,70	4,48,19	...	...	36,69	1,97,70	10,76	...	36,74	17,24,00
1890.												
January	6,56,58	74,06	80,77	5,09,37	...	...	35,59	2,30,53	10,48	...	30,66	17,24,00
February	6,28,77	78,99	82,48	5,33,07	...	...	39,08	2,36,48	1,85	...	28,51	17,24,00
March	6,74,04	74,58	90,10	4,46,88	...	...	40,18	2,11,80	11,02	...	28,63	17,24,00
April	7,19,05	84,33	1,08,20	5,78,98	...	...	47,76	1,83,93	15,10	...	20,52	17,24,00
May	7,34,21	68,07	98,61	5,76,01	...	...	45,33	1,91,62	16,40	...	36,44	17,24,00
June	7,59,43	87,91	99,46	5,66,14	...	...	41,66	1,97,20	20,21	...	21,59	17,24,00
July	7,75,50	88,61	1,05,57	6,62,43	...	...	40,64	1,99,39	18,60	...	27,60	17,24,00
August	7,97,00	92,71	1,15,09	7,29,66	...	...	44,70	2,04,45	19,27	...	40,70	17,24,00
September	8,72,64	80,23	1,24,86	8,48,56	...	...	51,47	2,33,25	23,66	...	53,64	17,24,00
October	9,39,61	1,00,73	1,29,74	10,11,93	...	...	51,60	2,37,95	24,02	...	60,41	17,24,00
November	10,36,81	1,03,09	1,20,26	10,12,28	...	...	50,88	2,32,43	23,06	...	83,55	17,24,00
December	9,91,86	1,03,46	1,22,38	10,48,32	...	...	48,24	2,80,42	22,80	...	85,19	17,24,00
1891.												
January	9,06,42	1,03,87	1,38,73	10,91,54	...	...	54,80	3,17,16	22,93	...	41,05	17,24,00
February	9,05,68	1,07,69	1,37,89	10,07,28	...	...	58,40	3,58,47	19,55	...	46,94	17,24,00
March	9,36,04	98,80	1,45,35	8,87,20	...	...	58,19	3,72,06	18,51	...	52,98	17,24,00
April	9,16,66	98,42	1,44,16	9,76,73	...	...	63,54	3,00,44	22,21	...	48,31	17,24,00
May	9,52,48	1,01,83	1,46,41	9,80,62	...	...	60,14	3,02,03	27,50	...	47,03	17,24,00
June	10,17,57	1,34,08	1,23,78	9,54,67	...	...	79,59	2,83,74	28,55	...	50,49	17,24,00
July	10,66,28	1,10,59	1,29,70	9,66,33	...	...	68,05	2,81,18	30,19	...	51,15	17,24,00
August	10,67,66	1,00,14	1,41,85	9,39,77	...	...	75,62	2,76,24	33,08	...	58,74	17,24,00
September	9,58,17	1,48,76	1,28,77	9,51,26	...	...	65,20	2,66,62	32,31	...	78,18	17,24,00
October	9,39,52	1,41,81	1,16,52	9,46,51	...	...	68,16	2,75,84	20,01	...	80,60	17,24,00
November	9,00,55	1,40,51	1,12,48	9,70,38	...	...	64,63	2,78,65	26,35	...	93,98	17,24,00
December	9,12,16	1,40,78	1,28,35	8,67,31	...	...	65,20	2,78,63	16,09	...	88,49	17,24,00
1892.												
January	8,84,17	1,41,78	1,41,14	7,38,01	...	...	62,70	2,65,95	8,91	...	24,78	17,24,00
February	10,15,45	1,13,63	1,54,08	6,58,95	...	...	64,87	2,42,80	8,65	...	31,18	17,24,00
March	10,30,46	89,55	1,44,83	7,53,94	...	...	72,10	2,68,27	9,18	...	39,81	17,24,00
April	9,68,85	90,01	1,49,32	7,64,75	...	...	85,61	2,74,57	9,85	...	53,35	17,24,00
May	10,00,19	1,14,29	1,43,97	8,46,86	...	...	80,23	2,71,82	10,55	...	54,73	17,24,00
June	11,04,44	1,17,26	1,43,99	8,74,99	...	...	75,91	2,69,27	18,01	...	78,01	17,24,00
July	11,38,11	1,24,40	1,65,73	9,53,80	...	...	76,31	2,62,38	14,22	...	1,11,71	17,24,00
August	11,18,17	1,22,02	1,65,09	10,16,35	...	...	76,81	2,77,30	12,29	...	1,18,47	17,24,00
September	10,07,04	1,24,70	1,65,00	10,95,03	...	...	81,55	2,81,22	12,54	...	1,30,67	17,24,00
October	10,31,40	1,24,63	1,77,38	10,18,10	...	...	93,80	2,92,03	12,66	...	1,44,43	17,24,00
November	10,21,52	1,31,19	1,72,02	10,14,10	...	...	92,44	2,80,84	10,20	...	1,51,61	17,24,00
December	9,53,28	1,40,38	1,40,81	8,56,65	...	...	87,78	2,91,77	10,85	...	1,17,07	17,24,00
1893.												
January	10,55,27	1,49,65	1,49,23	8,65,12	...	...	78,36	2,91,44	10,52	...	61,77	17,24,00
February	10,36,96	1,51,28	1,34,99	8,21,29	...	...	80,17	2,91,48	11,22	...	58,78	17,24,00
March	10,74,54	1,49,02	1,34,16	7,87,55	...	...	78,80	3,08,70	11,86	...	66,56	17,24,00
April	9,90,58	1,07,05	1,54,46	7,44,66	...	...	81,42	2,76,21	14,72	...	48,60	17,24,00
May	10,73,64	1,14,55	1,60,14	7,65,54	...	...	78,80	2,68,19	14,94	...	39,64	17,24,00
June	11,43,73	1,24,34	1,47,22	8,61,50	...	...	72,47	2,49,39	16,66	...	55,29	17,24,00
July	11,02,29	1,20,91	1,50,80	9,45,38	...	...	70,09	2,38,06	15,07	...	56,29	17,24,00
August	11,28,32	1,31,01	1,55,46	10,38,97	...	...	66,08	2,32,99	17,10	...	61,07	17,24,00
September	11,84,39	1,30,66	1,37,69	10,58,82	...	...	66,35	2,27,85	17,97	...	76,42	17,24,00
October	11,41,10	1,34,26	1,26,89	10,83,08	...	...	63,84	2,21,02	17,74	...	71,00	17,24,00
November	11,84,73	1,38,70	1,38,32	11,21,80	...	...	65,33	2,23,75	15,13	...	73,86	17,24,00
December	11,41,83	1,54,94	1,67,48	11,43,60	...	...	64,70	2,50,00	16,66	...	74,11	17,24,00
1894.												
January	12,42,80	1,83,11	1,63,63	11,04,28	...	...	63,24	2,76,18	16,98	...	51,89	17,24,00
February	12,36,79	1,11,44	1,48,79	10,74,41	...	...	61,17	3,34,52	10,97	...	40,70	17,24,00
March	12,80,80	1,16,54	1,21,40	10,36,24	...	...	71,05	3,64,80	12,20	...	39,63	17,24,00

Note upon the Rupee Census.

I propose to divide this note into three parts. The first deals with the rupee census itself and the method of recording it, the second with the volume of the circulation, and the third with the circulation of 1894.

1. (a) At present we have not sufficient data to determine the composition of the circulation of our large centres. It is unsafe to take the figures of (say) the Bank of Bengal, or the Currency Office for the bags examined* may be up-country remittances. I would suggest, in view of the importance of the Calcutta and Bombay circulation, that Rs. 5,000 be examined yearly at the Presidency Banks, the Currency Offices, and the same amount at the Calcutta Tramway Office by the courtesy of the Company. The Banks and the Currency Offices should be directed to select, as far as possible, for examination, rupees received in the ordinary course of business.

(b) The next point upon which I wish to make a suggestion is the method of drawing up the consolidated table.

This may be done in three ways by combining as at present the provincial totals and dividing by the sum of the provinces, by combining the figures of all the Treasuries and dividing by their sum, or by some method of weighting the provincial totals or treasury groups. The objection to the first system is that the provincial averages are treated alike, although they are of utterly different values quantitatively. I may also mention that the introduction of the India Treasuries is logically unsound, being a cross division. The second method is imperfect for a similar reason, though the defect is not so great as to some extent the sparseness of treasuries means a sparseness of wealth and money. The third method is not suitable for permanent record for the values assigned to the groups should change as their importance changes.† On the whole I would suggest that the general table be constructed according to treasuries, and the provincial figures still shewn in detail as at present on the opposite of the page. If this be done, any one can utilize the figures to construct his general table as he thinks best. This year being one of unusual interest I have constructed a table‡ (see Appendix A) according to all three methods and append it. A glance at it will shew the general reliability of these censuses. All three systems show a close agreement. Moreover it will be seen that the third system merits our confidence in that it shews better than the others that each coinage contributes its maximum contribution with great regularity in the early years of its age—a result which *à priori* reasoning indicated as probable.

(c) There can, I think, be little doubt that the general table will be more

* The present interesting census conducted daily by the Bank is of coin received from the Eastern Bengal State Railway and the East Indian Railway.

† The table constructed according to the third method has been compiled by assigning the following values to the following provinces—

Central Provinces.	3
Assam	1
Burma	6
Bengal	31
North-Western Provinces and Oudh	12
Punjab	9
Madras	14
Bombay	25
	100

‡ I have retained the provincial averages firstly because they are conveniently compiled by the several Accountants General, and, secondly, because owing to the importance of Government transactions, the provincial figures have each a character of their own impressed on them by our system of drawing away to, and supplying funds from, our head provincial treasuries. The rupee is more domestic in its habits than would be supposed, and to a considerable extent comes and goes within a limited area.

easily intelligible if the figures are reduced to 100, instead of 2,000. In point of fact some bags are of 1,000 rupees, and, therefore, it cannot now be pleaded that 2,000 represents the facts, and the other a percentage. If 100 is adopted, the table should run downwards instead of across, for it is easier to add down than across.

II.—I now pass to the calculations to be made of the census. I have adopted the method of weighting the provincial average for the reason already alluded to, and reproduce the table showing the result:—

The composition of the rupee circulation.

	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
William IV.	4'82	4'85	5'02	3'57	3'14	3'00	3'01	3'08	2'83	2'57	2'31	2'35	2'13	2'02	1'81	1'84	1'00	1'44	1'47
1840— 1st Issue	10'34	10'49	8'53	8'04	6'81	6'38	7'02	7'31	6'93	6'27	5'46	6'17	5'44	5'53	4'66	4'43	4'07	4'01	4'
1840— 2nd Issue	20'86	27'07	24'16	23'3	21'75	20'71	21'	19'83	19'89	18'5	16'16	16'23	15'34	14'16	12'66	13'11	12'54	11'4	10'90
1862—73	49'43	45'07	38'35	35'67	34'82	34'14	34'53	32'85	31'52	29'93	27'81	27'00	25'55	24'24	23'25	22'3	21'11	20'23	19'02
1874	2'19	2'28	1'85	1'67	1'6	1'44	1'38	1'19	1'16	1'18	'90	'94	'92	'80	'85	'83	'72	'91	'75
1875	3'7	3'12	2'79	2'58	2'6	2'24	2'08	1'93	1'85	1'79	1'64	1'87	1'46	1'4	1'39	1'36	1'21	1'19	1'12
1876	'28	4'13	3'51	3'35	3'04	2'78	2'64	2'42	2'4	2'26	1'99	1'87	1'79	1'75	1'65	1'61	1'40	1'33	1'41
1877	...	1'78	12'07	11'40	10'40	9'71	9'2	8'75	7'98	7'69	6'9	6'63	6'11	5'67	5'44	5'32	4'9	4'24	4'31
1878	...	...	3'00	2'86	2'78	2'68	2'37	2'15	2'57	2'35	4'77	4'47	4'03	3'88	3'66	3'53	3'23	2'90	2'91
1879	...	...	...	1'08	5'13	5'75	5'3	5'25	5'4	5'1	4'65	3'9	3'59	3'39	3'26	2'97	2'63	2'53	2'52
1880	...	...	...	...	2'85	2'31	2'00	1'41	1'28	1'00	4'53	3'90	3'20	3'40	3'37	3'13	2'92	2'61	2'63
1881	...	...	...	...	...	'13	'23	'39	'6	'54	'42	'24	'37	'28	'63	'87	'4	'38	'32
1882	...	...	...	...	...	...	1'10	5'24	6'15	6'02	5'33	4'95	4'56	4'06	3'71	3'6	3'25	3'1	2'94
1883	...	...	...	...	...	...	'19	1'77	1'57	1'52	1'5	1'39	1'26	1'15	1'05	'97	1'03	1'05	...
1884	...	...	...	...	...	...	...	1'36	4'09	3'59	3'09	3'62	3'23	2'78	2'59	2'39	2'23	2'17	...
1885	...	...	...	...	...	...	...	...	1'08	0'86	7'64	7'27	6'55	6'04	5'62	5'06	4'48	4'21	...
1886	...	...	...	...	...	...	...	...	...	2'00	4'	4'22	3'85	3'33	3'02	2'77	2'43	2'42	...
1887	...	...	...	...	...	...	...	...	...	...	1'84	5'83	6'99	6'62	6'14	5'58	5'04	4'6	...
1888	...	...	...	...	...	...	...	...	...	...	...	...	...	2'8	5'75	5'46	4'9	4'46	3'7
1889	...	...	...	...	...	...	...	...	...	...	...	...	...	1'48	5'11	4'44	4'7	4'54	4'31
1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2'41	4'63	6'19	6'44	6'27
1891	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3'38	4'49	4'	4'06
1892	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1'43	6'91	7'23
1893	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2'77	4'96
1894	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous	...	...	...	'01	'01	...	...	'09	'11	'07	...	'1	'05	'05	'04	'08	'08	'04	'02
	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

One point deserves attention. Although this table gives (in my opinion) a very fairly accurate view of the composition of the rupee circulation throughout British India, it does not represent the circulation of the Presidency towns or Native States. These two facts, however, can happily be set off against each other, for the circulation of the Native States is probably of older coin than the mean, whereas that of the Presidency towns is undoubtedly of more recent coin. The volume of the latter is probably greater, but, on the other hand, the circulation of the Native States is probably older than that of the towns is newer.

The method here employed by me to ascertain the circulation was in its inception borrowed from Jevons. The way he determined the circulation of the sovereign is best illustrated by an example. If, he argued, the mintage of a certain year formed 20 per cent. ($\frac{1}{5}$ th) of the circulation, the circulation could not exceed five times the amount minted in that year. The argument is irrefragable, but it will readily be perceived that this maximum will be of little practical value (being far in excess of the facts) if the year selected is of

ancient date, for the coinage of that year will have suffered much from the ravages of the exporter, the goldsmith and the miser. We can clearly minimize these considerations by selecting the percentage afforded by a recent year. This year must not, on the other hand, be too recent, or all its mintage will not have left the mints and Government vaults, and diffused itself throughout the general circulation. If we now turn to my table we shall see that I have italicized, in the case of each year, the figure showing when it contributed its largest percentage to the circulation. It will be noticed that this maximum is reached with considerable uniformity in the first, second or third year after emission. It is also certain that in nearly every, if not every, case the year in which the maximum percentage occurs, is also the year in which that coinage is present in its largest quantity. If this were otherwise, it would be necessary to assume that the circulation increased every year and in such an irregular manner as to always make it appear that the year of maximum percentage was the year when that coinage was present in its largest quantity, when in fact it was not. There are no grounds for supposing so violent an hypothesis. I, therefore, assume that the year in which, a year's mintage shows its highest percentage, is that in which that mintage is present in its largest quantity. This being so, it is clear that a great advantage is gained by selecting such years as the basis of our calculations. I append a table showing the circulation so calculated :

Estimates of the circulation.

	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
1876	99.1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1877	111.6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1878	116.9	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1879	183.4	...	...	...	...	...	...	...	...	...	...	...	...
1880	116.3	...	...	...	...	...	...	...	...	...	...	...
1881
1882	116.2	...	...	...	...	...	...	...	...	...
1883	123.7	...	...	...	...	...	...	...	...
1884	120.8	...	...	...	...	...	...	...	...
1885	105.5	...	...	...	...	...	...	...
1886	131.6	...	...	...	...	...	...
1887	125.7	...	...	...	...	...
1888	123.4	...	...	...	...
1889	146.1	...	...	...
1890	132.6
1891	146.0	...
1892	144.6

At the risk of being tedious, I will explain once more by an example the construction of the table. Let us take the first entry 99.1 crores. This result is arrived at thus : 4.09 crores is the coinage of 1876. But this coinage in 1877 (*cf.* the entry in the table on page 2) formed 4.13 per cent. of the circulation. Thus we get $4.13 : 100 :: 4.09 - 99.1$ crores.

The results which I show here are, however, only a first approximation. They are maxima, for no allowance has been made for the loss suffered by each mintage prior to the years in which it contributed its largest quota to the circulation. I propose to do this roughly in the following manner. It is natural to suppose, to borrow a metaphor from medicine, that the diseases which attack mankind just after a certain age, are those which are also likely to attack him just before reaching that age. Pursuing a similar line of

argument with regard to coins I find that the percentage of each coinage present suffers ravages in the succeeding two years at the yearly rate of 6·77 per cent.* The circulation, however, is approximately constant.† I may, therefore, take this not merely as a decrease of a percentage, but as the rate of actual disappearance. This rate of disappearance for the two years after, I assume, applies also to the years before. The question then arises what figures should be reduced at this rate. This can best be answered by an example. The coinage of 1882 is represented in the years 1882, 1883, 1884 by the percentage 1·19, 5·24, 6·15 (of page 2). Substituting for 6·15 the coinage of the year 1882, namely, 7·14 crores, I similarly substitute lesser proportionate amounts for 1·19 and 5·24, namely, 1·38 crores and 6·08 crores. I then reduce these latter amounts by 6·77 per cent. and deduct the result from 7·14 crores. Thus I get as the value of the percentage 6·15 not 7·14 crores, as in my first approximation, but 6·63 crores. I then proceed as before and append the result of these deductions :—

A second approximation to the circulation.

	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
1876	98·76	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1877	110·5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1878	118·0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1879	113·2	...	...	...	...	...	...	...	...	...	...	...	...
1880	110·6	...	...	...	...	...	...	...	...	...	...	...
1881
1882	107·6	...	...	...	...	...	...	...	...	...	...
1883	114·4	...	...	...	...	...	...	...	...	...
1884	117·6	...	...	...	...	...	...	...	...	...
1885	104·2	...	...	...	...	...	...	...	...
1886	108·8	...	...	...	...	...	...	...
1887	116·3	...	...	...	...	...	...
1888	118·3	...	...	...	...	...
1889	143·0	...	...	...	...
1890	157·3	...
1891	137·3	...
1892	138·3

A scrutiny of my results will show that the circulation was approximately constant (as it was assumed to be) up to 1887, from which date it commenced to expand. It also shows some results which are at variance with the trend of the other estimates. I refer to the estimates for 1877, 1881, 1890, 1892 and one of the estimates for 1893. These variations can, in my opinion, be adequately accounted for. The figure for 1877 is seen to be too low by a reference to the figures in my first table. The percentage present is 4·13 in the table, by which I have worked, whereas by the other two methods it is only 3·2 and 2·9 respectively. Contrariwise the figure for 1881 is far too high, owing to very large amounts of the 1879 coin (upon which the 1881 estimate is based) having gone to one province, the Punjab. The high figure‡ shown for 1892 and the very high figure shown for 1893 are unquestionably due in the main to large amounts of the new coinage having been sent to Burma, a

* This figure is the arithmetic mean of the geometric means of each year's (1876 to 1889) decrements during the two years succeeding their maximum percentage.

† Except after 1886-87. See later remarks.

‡ These figures can roughly be seen to be too high, for they exceed the circulation of previous years plus the total coined thereafter.

province to which, for other and good reasons, slight weight is attached in making up the general table, and also to the fact, that of recent years the Government balances have been high, from which fact we may infer that they are to some extent composed of new coin.

Statisticians may, however, object that my results having been obtained from a table derived from the mean of many observations, it is not sufficient to point out isolated causes as producing these variations. Other variations, it may be contended, must have existed, for which special cause could have been shown, but have disappeared in calculating the mean. To afford a conclusive reply to such an objection I have, by way of an example, applied a very rigorous test to one of these divergent estimates, namely, that of the 1893 circulation. A study of the figures contained in my principal table shows that the percentages representing the contributions of the mintages from 1874 to 1889 have been shrinking from 1876 to 1893 at the following yearly rates:—

[illegible]

TOTAL	• 15	18.90132
-------	------	----------

Mean . 92675*

I now utilize these data in order to determine the circulation of 1893 by means of the percentage afforded by these years. In calculating this percentage I have used the figures for ten years (1879 to 1889), and taken an average of the result. In the place of the coinage for each of these years I substitute a reduced figure as was done when performing my second approximation. Appended are the skeleton details of the calculation. The first is given in extenso.

The coinage of 1879 when reduced is 8.22 crores. This figure multiplied by (.93316)¹⁴ and again by 100 and divided by 2.52, which is the percentage of the 1879 circulation in 1893, gives as a result 133.5 crores. Similar estimates based on the following years are:—

					Crores.	
1879	.	.	.	.	$8.22 \times (93316)^{14}$	$\times 100 + 2.52 = 133.5$
1880	.	.	.	.	$6.98 \times (92908)^{13}$	$\times 100 + 2.61 = 110.5$
1882	.	.	.	.	$6.63 \times (92670)^{11}$	$\times 100 + 3.1 = 100.0$
1883	.	.	.	.	$2.14 \times (92817)^{10}$	$\times 100 + 1.03 = 103.1$
1884	.	.	.	.	$4.73 \times (92898)^9$	$\times 160 + 2.23 = 118.5$
1885	.	.	.	.	$2.76 \times (90001)^8$	$\times 100 + 4.18 = 104.25$
1886	.	.	.	.	$4.86 \times (89294)^7$	$\times 100 + 2.43 = 97.2$
1887	.	.	.	.	$8.27 \times (92148)^6$	$\times 100 + 5.04 = 108.9$
1888	.	.	.	.	$6.84 \times (89474)^5$	$\times 100 + 3.7 = 118.6$
1889	.	.	.	.	$7.81 \times (96132)^4$	$\times 100 + 4.54 = 143.1$

10	1140.65
----	---------

114.06

* The similar rates for the shrinkage of the four issues prior to 1874 during the same period are '933, '945, '946, '949.

This estimate is, I think, somewhat within the truth, for it has been formed without utilizing the data for the later years in which the coinage has been somewhat greater. Taking into consideration the estimates made on page 4, I think that we may place the circulation in the years 1892 and 1893 at about 125 crores. It is satisfactory that, broadly speaking, the results now obtained are in close accord with those that I published a few years ago. Then I was careful to avoid making any estimate for the circulation of any one year except as a check upon the results obtained from other years. Now, perhaps, we may go so far as to conclude that the circulation was approximately constant at 115 crores from 1876 to 1886, that it rose to about 120 crores in 1888-89, and that it was about 125 crores in 1892-93. These estimates, obtained by a rigorous process of induction, are borne out by a *posteriori* considerations. Prices have been rising since 1886, and signs have not been wanting since 1890 that the circulation was becoming somewhat plethoric.

III.—I now turn to the interesting problem raised by the census of 1894. At the outset an obvious point must not be overlooked. The absence of any coinage for 1894 will not materially affect the composition of the circulation *directly* until the year 1895 and 1896. We can therefore form some idea of the indirect effects of the Government action in closing the mints if we place in juxtaposition the results obtained by the census of 1894 with the results as they would have been, had the percentages in 1894 followed the mean rates of change observable in previous years. I give below a table showing what the 1894 figures would have been, and explain the process employed in a footnote:—*

The composition of the 1894 circulation as it would have been :

1885	. 1.34	1878	. 2.78	1886	. 2.16
1840	. 3.76	1879	. 2.35	1887	. 4.64
1840	. 10.77	1880	. 2.42	1888	. 3.42
1862-73	. 19.19	1881	. .32	1889	. 4.20
1874	. .85	1882	. 2.87	1890	. 5.96
1875	. 1.12	1883	. .95	1891	. 3.70
1876	. 1.23	1884	. 2.07	1892	. 8.09
1877	. 4.05	1885	. 4.03	1893	. 5.76

98.05

The total of this table comes, it will be seen, to 98.05. It is short of 100 because there is no contribution from 1894. I therefore raise each figure proportionately. The result is appended, and I place in juxtaposition the results of the census of 1894. The third and fourth columns show the differences between the two sets of figures. Personally I entertain little doubt, but that I have placed the maximum percentage of the 1892 coinage too high at 8.09. In these days of high currency reserves the true figure is more likely to be somewhere about 7.75. I have, however, made no correc-

* In constructing this table I have worked with each year's mean geometric rate of decrement, except in the years 1881, 1888 to 1891, 1892 and 1893. For 1881 I have made no change. It was a small mintage and consequently most erratic in its movements. For the years 1888 to 1891, as their own rates were not serial enough to average out errors, I have taken the mean rates of all the mean rates from 1874 to 1889. In 1892 I have utilized the *increments* of other years. With regard to the 1893 coinage there is this difficulty. I have no means of telling whether it has yet attained its maximum. If it has, the figure would be 8.08. I therefore compromise by taking a figure half way between this and the actual 4.96.

tion,* for it is better to shut out conjecture than damage confidence in results otherwise obtained by rigorous reasoning.

	The composition of the 1894 currency as it would have been.	The census of 1894.	+	-
1835	1.86	1.47	.11	...
1840	3.85	4.	.15	...
1840	10.98	10.99	.01	...
1862-73	19.57	19.52	...	.05
1874	.87	.75	...	.12
1875	1.14	1.12	...	.02
1876	1.25	1.41	.16	...
1877	4.13	4.31	.18	...
1878	2.83	2.91	.08	...
1879	2.4	2.52	.12	...
1880	2.46	2.62	.16	...
1881	.33	.32	...	.01
1882	2.92	2.94	.02	...
1883	.96	1.05	.07	...
1884	2.11	2.17	.06	...
1885	4.11	4.21	.1	...
1886	2.2	2.42	.22	...
1887	4.73	4.8	.07	...
1888	3.48	3.72	.24	...
1889	4.28	4.21	...	.07
1890	6.07	6.27	.20	...
1891	8.77	4.06	.29	...
1892	8.25	7.23	...	1.02
1893	5.87	4.96	...	.91
1894	...	...	...	...
	100	100		

A scrutiny of the third column of this table brings out one curious result, and that is the low percentage present in 1894 of the 1890 and 1891 coinages. This can however be explained and has no connection with our currency policy.

In 1890, owing to the American silver legislation, we were flooded with that metal. Our mints coined very fast, and in September 1890 our currency balances began to rise in an unprecedented manner. The result was that the coinages of 1890 and 1891 accumulated in our currency vaults, and have only gradually been finding their way into the circulation. The reappearance of the older mintages has, presumably, been caused by hoards re-entering the circulation; this movement has been far less than has been commonly supposed, but it is slightly greater (particularly in the case of 1835 coinage) than these figures indicate. The withdrawals last year of shroff-marked and worn coin are in excess of those for the previous year. As the older mintages are both more shroff-marked and more worn than the newer, it is certain that their reappearance has been somewhat masked by Government action in withdrawing marked and worn coin.

Some light is also thrown upon this question of the composition of our circulation by two other enquiries. In January of this year Mr. Jacob caused about 26,000 rupees to be examined at the Calcutta Currency Office, and the result compared with the examination of about R6,000 believed to have been deposited in the same office prior to the legislation of June 1893.

* The temptation was great, for I might then have got rid of the small increases, and the table would have been clearer. It is however possible that the 1893 figure should be as much higher as the 1892 figure should be lower, the two thus neutralizing each other. This is not probable.

I reproduce the figures reduced to percentages:—

Comparison of the rupee circulation before and after the closing of the Mints.

		R6,000	R26,000.
1885	. . . . .	2.1	2.21
1840-41	. . . . .	4.25	4.29
1840-42	. . . . .	11.75	12.44
1862	. . . . .	17.85	18.68
1874	. . . . .	8.	.64
1875	. . . . .	.95	1.08
1876	. . . . .	1.25	1.23
1877	. . . . .	4.95	5.46
1878	. . . . .	3.35	3.45
1879	. . . . .	2.1	2.05
1880	. . . . .	1.8	1.89
1881	. . . . .	.2	.17
1882	. . . . .	3.15	2.81
1883	. . . . .	1.2	1.12
1884	. . . . .	1.5	1.64
1885	. . . . .	4.2	4.13
1886	. . . . .	2.4	2.5
1887	. . . . .	7.35	6.15
1888	. . . . .	3.3	2.98
1889	. . . . .	5.1	4.23
1890	. . . . .	8.	5.88
1891	. . . . .	3.2	2.48
1892	. . . . .	7.65	8.49
1893	. . . . .	1.6	4.22
		100	100

A comparison of these results also shows that the older coinages may, to a slight degree, have returned to the circulation. At the Bank of Bengal the excellent practice was started in December last year of examining daily a bag of R1,000 received from the railways (generally the Eastern Bengal State Railway). I have struck ten-day averages for these examinations, amounting in all to 15 batches, and the mean result of all the averages is given below, together with the figures of the censuses taken in the Bank for the two previous years:—

Census taken at the Bank before and after the closing of the Mints.

	Census of 1892.	Census of 1893.	Mean since closing of the Mints.
1885	1.7	2	1.82
1840-41	2.8	3.2	3.73
1840-42	8.7	11.	10.99
1862	15.5	15.3	15.96
1874	.4	.5	.64
1875	.6	.6	1.
1876	.9	1.3	1.1
1877	3.9	4.7	4.96
1878	2.5	2.	3.13
1879	2.2	2.1	1.89
1880	1.	1.5	1.71
1881	.3	.2	.23
1882	2.6	3.2	2.62
1883	.6	.6	1.14
1884	1.2	1.4	1.72
1885	5.1	4.1	3.81
1886	1.5	1.8	2.15

						Census of 1892.	Census of 1893.	Mean since closing of the Mints.
1887	.	.	.	.	.	7.3	6.	6.11
1888	.	.	.	.	.	5.5	2.5	3.14
1889	.	.	.	.	.	10.	4.1	4.54
1890	.	.	.	.	.	18.1	8.2	7.07
1891	.	.	.	.	.	5.2	4.3	3.33
1892	.	.	.	.	.	2.4	12.9	10.7
1893	.	.	.	.	.	...	6.5	6.71
						100	100	100

As in the case of the general census this table also indicates a reappearance of the older coinages. That there has been a considerable reappearance of coins from hoards cannot, however, be said to have been conclusively proved. Had this been so, we should expect to see that the older coinages had appeared more largely than newer coinages, account being taken of their respective volume. No such phenomenon is however clearly traceable in these censuses of 1894. The ten-day averages* of the Bank figures point to the conclusion that the reappearance was more marked in earlier months than at present, but it is not possible to draw from this fact any very exact inference in the present state of our statistics, for the change may be partly due to the tidal flow of the circulation, bringing, at different times of the year, different strata of the circulation for examination. I trust my meaning will be clear if my metaphors be mixed.

When all has been said, it is, I think, probable that so far no great change has taken place either in the volume or the composition of the rupee circulation. The cessation of the practice of melting rupees (to which I attribute the major part of the loss formerly suffered by the circulation), coupled with the more or less reappearance of old rupees has, so far, approximately neutralized the absence of fresh mintage.

F. C. HARRISON.

* See appendix B, where I give the Bank figures in considerable detail.

Appendix

	1876.			1877.			1878.			1879.			1880.			1881.			1882.			1883.			1884.	
	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II	III	I	II
William IV	5	5	4	4	5	4	5	5	5	5	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
1840-1st Issue	11'031	12'15	10'84	10'72	12'1	10'49	8'98	10'08	8'33	8'38	9'1	6'04	7'45	8'1	6'91	7'28	7'08	6'88	7'4	7'9	7'02	7'38	8'3	7'31	6'9	7'1
1840-2nd Issue	30'737	32'85	29'86	29'3	31'2	27'97	25'4	26'75	24'18	24'25	25'15	23'3	22'15	23'4	21'75	21'38	22'3	20'71	21'3	22'45	21'1	19'98	21'2	18'33	19'2	20'2
1853-72	40'222	46	49'83	45'3	42'55	45'07	37'98	35'8	38'35	26'7	34'6	30'07	35'3	33'8	34'82	34'55	33'06	34'14	34'6	33'36	34'83	33'1	32'1	33'45	30'88	30'2
1874	1'82	1'85	2'19	2'12	1'85	2'25	1'8	1'6	1'88	1'6	1'65	1'67	1'65	1'45	1'6	1'45	1'35	1'45	1'4	1'3	1'36	1'3	1'15	1'19	1'15	1'1
1875	1'87	1'7	2'7	2'05	2'45	2'12	2'75	2'4	2'79	2'55	2'25	2'58	2'55	2'35	2'3	2'35	2'05	2'24	2'2	1'95	2'06	1'9	1'8	1'82	1'8	1'7
1876	1'17	1'15	2'26	2'3	2'9	2'12	3	2'95	2'54	2'8	3	3'35	2'8	2'8	3'06	2'05	2'6	2'75	2'6	2'55	2'64	2'34	2'35	2'42	2'3	2'1
1877	...	...	...	1'4	1'15	1'75	11'35	11'08	12'07	21'8	11'8	11'46	10'95	10'7	10'49	10'15	10'	9'71	9'4	9'4	9'2	9'15	9'05	8'75	8'2	8'1
1878	...	...	...	...	...	...	3'5	3'5	3'89	7'20	7'7	8'20	7'15	7'35	7'76	6'7	6'85	6'25	6'3	6'35	6'37	6'15	6'25	6'15	5'55	5'7
1879	...	...	...	...	...	...	...	...	...	45	1'05	1'05	4'5	5	5'13	5'3	5'35	5'75	5'3	5'05	5'3	5'3	5'65	5'25	5'35	5'7
1880	...	...	...	...	...	...	...	...	...	...	...	...	2'45	1'7	2'35	5	4'25	6'37	5'1	4'5	5'05	4'55	4'25	5'41	5'4	4'5
1881	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25	1	1'13	3	25	32	55	16	39	3	7
1882	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1'1	9	1'19	4'1	3'6	5'24	6'25	5'4
1883	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1884	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1885	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1886	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1887	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1888	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1889	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1890	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1891	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1892	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1893	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1894	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Column No. 1 shows the composition of the currency under the old system of coinage according to Treasury after weighting the provincial

Appendix B.

Ten-day averages of examination of 1,000 bags at the Bank of Bengal daily.

[illegible]

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS.

Irrigation.

REVIEW OF THE REVENUE AND EXPENDITURE RECORDED UNDER THE HEAD
"IRRIGATION WORKS" IN THE ACCOUNTS OF THE GOVERNMENT OF INDIA
FOR 1892-93.

No. 146-I., dated Simla, the 7th August, 1894.

RESOLUTION—By the Government of India, Public Works Department.

READ—

Note by R. G. MACDONALD, ESQ., Accountant General, Public Works Department, upon the accounts of Revenue and Expenditure of Irrigation Works in India for 1892-93.

RESOLUTION.—The Irrigation Works in India are divided into Major Works and Minor Works.

Major Works are sub-divided into—

- (a) Productive Works, the Capital of which has been provided from borrowed money.
- (b) Protective Works, the Capital of which has been provided out of the general revenues of India.

For the purpose of the Accountant General's note Minor Works are sub-divided into—

- (a) Works for which Capital and Revenue Accounts are kept.
- (b) Works for which Capital Accounts are not kept.

2. Capital and Revenue Accounts are kept for all Major Irrigation Works. Of the 44 projects under this head, 36 were sanctioned as Productive Public Works and the remaining 8 as Protective Works.

Under the head of Minor Works, there are 75 projects for which Capital and Revenue Accounts are kept, and for the remaining works under this category one account only is kept in which are entered the receipts and charges for each work or group of works.

3. The following statement shows the return derived from the Irrigation systems for which Capital and Revenue Accounts are kept. Purely navigation systems are excluded:—

CLASS OF WORK.	Number of works.	Direct and Indirect capital outlay to end of 1892-93.	Gross revenue.	Working expenses including indirect charges.	Net revenue.	Irrigated area.	Percentage of net revenue on capital outlay.
		Rx.	Rx.	Rx.	Rx.	Acres.	
IRRIGATION.							
I.—Major Works—							
(a) Productive	135	28,133,625	2,214,272	848,099	1,366,173	6,888,716	4'86
Add—On account of old irrigation in Madras . . . . .	...	...	289,700	37,775	251,925	...	...
TOTAL PRODUCTIVE	135	28,133,625	2,503,972	885,874	1,618,098	6,888,716	5'75
(b) Protective	8	1,884,206	48,443	29,286	19,157	154,570	1'02
II.—Minor Works—							
Works for which Capital and Revenue Accounts are kept	69	2,932,740	1607,549	212,802	394,747	2,272,091	13'46
GRAND TOTAL	112	32,950,571	3,159,964	1,127,962	2,032,002	9,315,377	6'17

* Includes outlay on Gokak Canal, 1st Section, which is now classed as a Minor Work and combined with Gokak Storage Works.

† Includes share due to old irrigation in Madras.

‡ Excludes the Hijili Tidal Canal (Bengal).

§ Excluding two navigation canals in Bengal (the 'Calcutta and Eastern,' and the 'Orissa Coast' Canals), and four navigation canals in Madras (the Chilka Lake, Buckingham, Vedaranniyam, Ganjam-Gopalpur Canals).

4. The net revenue derived from Major Works was better by Rx. 118,991 than that of the previous year. The chief causes of this increase are, the development of irrigation on the newer canals in the Punjab, the recovery of arrears of water-rate in Bengal, and the increase of revenue derived from irrigated lands in Madras and Bombay.

The net revenue derived from Minor Works, as shown in the accounts, is greater by Rx. 167,075 than that of the previous year; but, as is pointed out in paragraph 7 of the Accountant General's note, the figures for 1892-93 include a sum of Rx. 78,047 which should properly have been credited to certain works in Madras in the accounts for 1891-92, so that the true increase of net revenue during 1892-93 over that of the previous year is really Rx. 10,981.

The Capital expenditure on the Periyar project in Madras, a Productive Work, and on the Rushikulya project in the same province, a Protective Work, is included in the figures on which the net revenue percentage is calculated. These systems are not yet earning any revenue, and the Chenab and other canals, the irrigation on which is not yet fully developed, are not earning the revenue which may ultimately be expected; so that the financial result of the canals in full operation is even more satisfactory than is indicated by the figures in paragraph 3.

As shown in paragraph 14 of the Accountant-General's note, the total net profit on all Major Works up to the end of 1892-93 amounted to nearly 3 millions of Rx.

5. The following statement shows the area irrigated by, and the gross revenue derived from, the Major and Minor Irrigation Works during the last five years:—

YEAR.	MAJOR WORKS.		MINOR WORKS.		TOTAL.	
	Area irrigated.	Gross revenue realised.	Area irrigated.	Gross revenue realised.	Area irrigated.	Gross revenue.
	Acres.	Rx.	Acres.	Rx.	Acres.	Rx.
1888-89	6,583,548	2,045,825	1,703,271	376,187	8,286,819	2,422,012
1889-90	7,047,333	2,137,441	1,839,312	377,972	8,886,665	2,515,413
1890-91	7,172,468	2,312,787	2,101,586	483,127	9,274,054	2,795,914
1891-92	7,560,484	2,395,378	2,123,639	431,279	9,684,143	2,826,651
1892-93	7,043,286	2,552,415	2,272,091	460,549	9,315,377	3,159,964

• Exclusive of figures for certain works in Madras which were not given in the Revenue Report for 1891-92.

† The increase is due to the inclusion in the accounts for 1892-93 of irrigation revenue of certain works in Madras pertaining to the year 1891-92—*vide note* • above.

‡ Exclusive of the area irrigated in Native States in the Punjab.

The steady improvement in gross revenue realised, which was noticed in last year's review, is still maintained.

The total area irrigated during 1892-93, though less than during the previous year, was considerably better than the average of the past five years.

It should be noted that certain portions of the Punjab canals were constructed from funds contributed by the Native States through which they pass. The area irrigated in Native States from these canals is not included in the above statement: it amounted to 140,562 acres during 1892-93.

6. The estimated value of the crops irrigated from the Major and Minor Works during 1892-93 amounted to Rx. 29,978,279, giving an average of Rx. 3·2 per acre. The value of the crops watered in this one year alone is therefore nearly equal to the total Capital expenditure on the works from which they are irrigated.

7. The average rate of revenue assessed per acre, as given in paragraphs 24 and 44 of the Accountant General's note, is Rx. 0·32 and Rx. 0·21 for Major and Minor Works, respectively, as compared with Rx. 0·31 and Rx. 0·15 during the previous year.

For Major Works the rate varies from Rx. 0.58 in Bombay (excluding Sind) to Rx. 0.18 in Bengal, and for Minor Works from Rx. 0.54 in Madras to Rx. 0.07 in the Punjab.

8. The areas of the principal crops irrigated in the various provinces during 1892-93 are given in the following statement :—

PROVINCE.	Rice.	Wheat.	Jowar and Chari (<i>Sorghum vulgare</i>).	Bajra (<i>Panicum spicata</i>).	Sugar-cane.	Cotton.	Barley.	Indigo.	Maize.	Ragi (<i>Eleusine Coracina</i>).
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
Bombay (including Sind)	633,369	324,891	465,124	484,954	8,851	62,770	23,151	...	...	...
Punjab	170,282	957,635	320,045	122,235	72,002	216,599	...	...	122,235	...
Bengal	508,371	36,756	...	...	39,007	...	17,445	...	...	...
Madras	2,467,449	...	...	...	...	...	...	...	...	52,674
North-Western Provinces	174,843	655,116	41,164	...	216,362	68,690	68,965	138,521	33,946	...

9. The following are the percentages on gross revenue of the cost of revenue management (including collection charges), and of the up-keep of the works, for Major Works in the different provinces :—

PROVINCE.	Revenue management, per cent.	Up-keep, per cent.	Total, per cent.
Madras	9.0	14.0	23.0
Punjab	13.0	23.0	36.0
North-Western Provinces	13.6	25.9	39.5
Bombay, excluding Sind	17.7	33.7	51.4
Sind	10.4	23.3	33.7
Bengal	26.3	53.0	79.3*

* Excluding Tidal Canal.

10. The following figures show the total cost of working per acre irrigated by the Major Works in the different provinces :—

	1892-93.	
	Rx.	
Sind	.06	Including old maintenance charges.
Madras	.08	
Punjab	.14	
North-Western Provinces	.16	
Bengal	.22	Excluding maintenance of Tidal Canal.
Bombay, excluding Sind	.51	

In Bombay (excluding Sind) the cost of working is very high, and this is attributed to special repairs on account of damages caused by heavy floods, and to certain charges for maintenance, which it is hoped will not recur annually. Owing to the favourable rainfall also, the area irrigated was less than during the previous year, so that the cost per acre of working expenses was proportionately larger.

The Local Government have impressed upon the officers concerned the absolute necessity for enforcing strict economy, and for exercising the greatest care in checking all expenditure under this head.

11. The following statement gives, for the principal canals in each province, the lengths of completed main canal and distributary; the maximum discharge at the head of the canal; the average discharge and the area irrigated during the kharif and rabi seasons, the area irrigated being also given under flow and lift; and the area irrigated in acres per cubic foot per second of average discharge at the head of the canal:—

Province.	CANALS.	Length of completed main and branch canal (miles).	Length of completed distributaries (miles).	Maximum discharge at head of canals (cubic feet per second).	AVERAGE DISCHARGE AT HEAD (CUBIC FEET PER SECOND).		AREA IRRIGATED (ACRES).					AREA IRRIGATED PER CUBIC FOOT PER SECOND OF AVERAGE DISCHARGE AT HEAD (ACRES).	
					Kharif.	Rabi.	Kharif.	Rabi.	Total.	Flow.	Lift.	Kharif.	Rabi.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Bombay.	1. Nira	96	124	456	205	255	11,104	7,142	18,246	18,191	55	54 (273)	28 (92)
	2. Mhasod Tank	28	66	...	35	53	3,561	1,436	4,997	4,926	71	102 (273)	27 (92)
	3. Mutha	88	67	...	112	83	4,919	1,878	6,797	6,739	58	44 (273)	23 (92)
	4. Krishna	61	...	72	55	72	1,751	2,045	3,796	3,247	549	31 (272)	28 (92)
Punjab.	5. Swat river	22	140	657	630	500	35,375	69,348	104,723	104,723	...	56 (163)	139 (132)
	6. Western Jumna	278	928	3,321	2,003	1,501	154,159	108,428	262,587	251,197	11,390	77 (182)	72 (120)
	7. Bari Doab	362	1,051	4,045	3,620	2,764	238,518	329,378	567,896	524,113	43,783	66 (170)	119 (101)
	8. Sirhind	319	2,719	6,041	2,730	2,575	172,320	240,471	412,791	411,509	1,282	63 (131)	93 (168)
	9. Chenab	140	572	2,000	1,553	1,135	83,465	73,732	157,197	156,169	1,028	54 (177)	95 (182)
	10. Sidhni	68	112	1,071	1,243	1,015	66,846	84,992	151,838	Not reported.	...	54 (51)	83 (153)
	11. Upper Butlej Inundation.	219	127	1,832	1,823	...	83,105	126,943	210,048	199,090	10,958	115	(238)
	12. Indus Inundation.	734	...	6,970	3,886	...	151,115	55,461	206,576	180,628	16,948	53	(147)
	13. Muzaffargarh Inundation.	829	453	...	Not recorded.	...	130,894	180,331	311,225	Not recorded.	...	Not recorded.	...
Ben- gal.	14. Orissa	280	1,940	6,058	2,010	526	158,358	2,504	160,952	158,244	2,708	79	5
	15. Sone	367	1,208	5,955	4,098	2,494	311,168	99,593	410,761	394,571	16,190	67	51
Madras.	16. Godavari	503	1,891	10,343	5,897	5,677	631,590	65,608	697,198	684,232	12,966	107	12
	17. Kistna	329	1,614	7,331	4,298	...	472,110	287	472,397	466,951	5,446	110	...
	18. Penner	22	120	4,313	435	257	63,448	7,447	70,895	70,005	830	146	29
	19. Sangam	9	271	5,166	742	263	68,495	4,912	73,407	72,267	1,140	92	18
	20. Cauvery	844	1,250	37,325	12,342	709	872,024	94,260	966,284	905,260	61,024	71	123
N.-W. Provinces	21. Upper Ganges	419	2,552	7,782	4,741	3,231	315,204	407,274	722,478	599,434	123,044	66 (120)	126 (167)
	22. Lower Ganges	557	2,159	5,100	3,982	3,093	158,101	425,908	584,009	348,802	235,147	39 (120)	115 (167)
	23. Agra	109	565	1,500	858	1,157	42,433	64,621	107,054	92,762	14,292	49 (93)	96 (110)
	24. Eastern Jumna	129	640	1,300	1,060	895	109,861	117,569	227,430	191,559	35,871	104 (159)	131 (144)
Sind.	25. Desert	192	...	3,031	1,984	...	83,356	11,800	95,156	85,773	9,383	42	...
	26. Begari	176	...	5,882	3,902	...	151,098	41,530	192,628	165,704	20,924	49	...
	27. Ghar	206	...	7,334	6,477	...	189,698	66,457	256,155	249,538	6,617	29	...
	28. Fuleli	1,007	...	9,800	7,401	...	281,991	49,983	331,974	220,240	111,734	38	...
TOTAL		8,483	19,575	...	...	...	5,046,067	2,741,428	7,787,495	6,574,994	749,438	...	...

N.B.—The figures in brackets in columns 13 and 14 denote the number of days on which the irrigating duty is calculated.

12. The following statement exhibits, for Navigation Works proper, similar particulars to those given in paragraph 3 for works which are either purely for irrigation or in which irrigation and navigation are combined :—

CLASS OF WORKS.	Number of works.	Direct and indirect Capital outlay to end of 1892-93.	Gross revenue.	Working expenses, including Indirect charges.	Net revenue.	Percentage of net revenue on Capital outlay.
		Rx.	Rx.	Rx.	Rx.	
NAVIGATION—						
I.—MAJOR WORKS—						
(a) Productive	1	232,789	5,339	3,309	2,030	'87
II.—MINOR WORKS	6	1 803,363	64,587	45,524	19,063	1'06
TOTAL	7	2,036,152	69,926	48,833	21,093	1'04

Though the percentage of net revenue on Capital outlay is 1'04 as compared with 0'34 for the previous year, the standard for productive works has not nearly been reached.

13. The following figures give some details of the Navigation operations of the year, including those systems on which navigation is combined with irrigation :—

PROVINCE.	Length of canal open for navigation.	Ton-mileage.	Estimated value of cargoes.	Estimated value of rafts.	Number of passengers carried.
1	2	3	4	5	6
	Miles.	Millions.	Thousands of Rx.	Thousands of Rx.	
Punjab	432	...	...	123	7,155
Bengal	673	49'575	10,072	56	543,366
Madras	1,242	45'341	6,454	549	435,615
North-Western Provinces	535	5'775	251	27	636
TOTAL	2,882	100'691	16,777	755	986,772

The estimated value of the cargoes and the number of passengers carried are less, whilst the other figures are greater than during the previous year.

14. Besides the Irrigation Works for which Capital and Revenue Accounts are kept, there are very many small works scattered over the country for which only Revenue Accounts are kept, or for which no Revenue Account is kept. On such of these works as are maintained by the Public Works Department, only the *direct* revenue realised by Public Works officers is credited in the accounts of the department, the increase of revenue due to irrigation not being so credited.

The expenditure on these works, including those maintained by the Civil Department, was Rx. 694,718 against Rx. 711,704 during 1891-92, whilst the direct receipts (Rx. 62,752) were only Rx. 38 less than last year.

The figures in the following statement are extracted from the Irrigation Revenue Reports of the various provinces, and are exclusive of the figures relating to agricultural works :—

PROVINCE.	WORKS FOR WHICH CAPITAL ACCOUNTS ARE NOT KEPT.			
	Gross revenue.	Working expenses, including collection charges.	Net revenue.	Area irrigated.
	Rx.	Rx.	Rx.	Acres.
Bombay, excluding Sind	54,491	19,797*	34,694	146,187
Sind	227,727	95,213*	132,514	1,054,528
Punjab	39,412	21,345	18,067	311,225
Bengal	19,673	17,747	1,926	77,733
Madras	783,693	230,092	553,601	3,220,877
TOTAL	1,124,996	384,194	740,802	4,810,550

* Exclusive of indirect charges.

The total area irrigated by these works is rather more than half of that irrigated by the Major and Minor Works as shown in paragraph 5.

15. The total area irrigated during 1892-93 from all works amounted to 14,266,489 acres, or about 22,291 square miles.

If the value per acre of the irrigated crops be taken at the estimated rate of Rx. 3.2 given in paragraph 6, the total value of the produce from irrigated lands was Rx. 45,653,000 nearly.

16. The following are the particulars of works which are still under construction :—

PROJECT.	Amount of estimate (direct outlay.)	Expenditure to end of 1892-93 (direct outlay.)	Ultimate area to be irrigated.	Ultimate estimated revenue.	Estimated percentage of net revenue on direct capital outlay.	REMARKS.
	Rx.	Rx.	Acres.	Rx.		
<i>Productive.</i>						
Chenab Canal (complete project of 1891)	2,568,417	1,058,007	1,100,000	535,911	16.1	
Sirsa Branch	289,269	177,872	126,290	32,000	11.0	
Periyar Irrigation	847,100	508,214	192,431	72,070	6.6	
<i>Protective.</i>						
Rushikulya	426,800	297,032	117,250	24,671	4.3	Revised estimates have since been submitted to Secretary of State.

17. The statement below gives the details of important irrigation projects, the estimates of which have been sanctioned but upon which work had not been begun at the end of 1892-93:—

PROJECT.	Amount of estimate (direct out-lay).	Ultimate area to be irrigated.	Ultimate estimated revenue.	Estimated percentage of net revenue on direct capital out-lay.	Date of sanction.
	Rx.	Acres.	Rx.		
<i>Productive Works.</i>					
Jhelum Canal	1,202,407	423,360	154,875	8·2	8th Nov. 1888.
Kalingaroyen Channel ...	82,500	23,000	6,650	6·7	29th Jay. 1891.
Lower Ganges Canal, Cawnpore Branch Extension ...	342,000	116,000	42,050	8·9	16th Mar. 1893.

18. In reviewing the Revenue Reports of the different provinces, the Government of India have noticed with satisfaction the good work done by the officers of the irrigation Department in general, and the Governor-General-in-Council, in this review of the irrigation operations throughout India during 1892-93, desires to record his appreciation of the results exhibited by the figures in the Accountant General's note and in this Review.

ORDER.—Ordered that the foregoing, with a copy of the note by the

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.

The Chief Commissioners of the Central Provinces, Burma, Assam, and Coorg.

The Resident at Hyderabad.
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.

The Accountant General, Public Works Department.

Accountant General, Public Works Department, be forwarded to the Local Governments and Administrations in the Public Works Department, noted on the margin, for information.

Ordered also, that a copy of the Review and note be forwarded to the Revenue and Agricultural and Finance Departments, and that the papers be published in the Supplement to the *Gazette of India*.

Ordered further, that a copy of the Review and note be forwarded to Her Majesty's Secretary of State for India for information.

W. S. S. BISSET, *Lieut.-Col., R.E.*,

Secretary to the Government of India.

Document accompanying.

Note by the Accountant General, Public Works Department, dated 16th March, 1894.

(Accompaniment to Public Works Department Review No. 146 I. of 1894.)

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, upon the accounts of Revenue and Expenditure of Irrigation Works in India for 1892-93.

The figures in the accounts submitted herewith agree with the Finance and Revenue accounts of the Government of India, but in this note certain figures are added from the Administrative accounts of the Public Works Department, Irrigation Branch, the Revenue reports of Irrigation Works and the Annual Statement of the Financial Results of Irrigation Operations in India, prepared for submission to the Secretary of State for India.

2. The Irrigation works in India are divided into two main classes, *viz.*, Major Works and Minor Works.

Major Works are sub-divided into—

- (a) Productive Works, the Capital of which has been provided from borrowed money; and
- (b) Protective Works, the Capital of which has been provided out of the general revenues of India.

Minor Works are for the purpose of this note sub-divided into—

- (a) Works for which Capital and Revenue accounts are kept; and
- (b) Works for which Capital accounts are not kept.

3. Capital and Revenue accounts are kept for all Major Irrigation Works. There are 44 projects falling under this category—*vide* statement given in paragraph 11 below.

Of these 36 were sanctioned as works expected to be remunerative, *i. e.*, to pay the cost of up-keep and interest on the Capital outlay. They were or are being constructed from funds provided outside the general revenues. The remaining 8 projects* were sanctioned as works of protection against famine, and the cost of their construction has been or is being paid for out of the annual grants under Famine Insurance.

- * North-Western Provinces and Oudh.
1. Betwa Canal.
Punjab.
 2. Swat River Canal.
Madras.
 3. Rushikulya Project.
Bombay, Deccan and Gujarat.
 4. Nira Canal.
 5. Mhaswad Tank.
 6. Chankapur Tank.
 7. Maladevi Tank.
 8. Gokak Canal, 1st section. †

† Now classed as a minor work and combined with Gokak Storage Work.

4. The works classed as Minor Irrigation Works are numerous. Capital and Revenue accounts are kept for 75 projects falling under this category; for the others one account only of receipts and charges for each work or group of works is kept. Capital and Revenue accounts are kept of all new Minor Irrigation Works, the estimated Capital outlay on which is more than Rs. 5,000 inclusive of Establishment and Tools and Plant charges, provided there is good reason to anticipate that the revenue derived therefrom does more than cover the working expenses.

5. The general results of works for which Capital and Revenue accounts are kept are as follows:—

	Major Works. Rs.	Minor Works. Rs.	Total. Rs.
<i>Capital outlay.</i>			
During 1892-93	614,290	99,452	713,742
To end of 1892-93	30,250,620	4,736,103	34,986,723
<i>Revenue Account, 1892-93.</i>			
Gross Revenue	2,268,054	563,722	2,831,776
Maintenance and Working	880,694	256,751	1,137,445
Net Revenue	1,387,360	306,971	1,694,331
Interest	1,188,382	...	...
Net profit after paying interest on Capital	248,978	...	...
Percentage of net revenue of the year on the Capital outlay to end of the year	4.59	6.48	4.84
1891-92	4.28	3.02	4.11

6. The net revenue from Major Irrigation Works in 1892-93 was better than that of the previous year by Rx. 118,991. The increase is chiefly due to an extension of irrigation from canals in the Punjab and to the recovery of arrears of water-rates in Bengal. In Madras and Bombay the revenue improved owing to favourable seasons.

7. The net revenue from Minor Works is shown at Rx. 306,971 against Rx. 139,896 in the previous year. The figures for 1892-93 include a sum of Rx. 78,047 on account of irrigation revenue for the year 1891-92 from certain works in Madras which was not communicated by the Board of Revenue in time to be included in the accounts of 1891-92, as explained in paragraph 6 of my note upon the accounts of that year. The correct figures of total net revenue for the two years were—

	Rx.
1891-92	217,948
1892-93	226,924

So that the difference in the year is not in reality so marked as the figures in the accounts would indicate. The improvement is Rx. 10,981.

8. The capital spent on the projects noted in the margin is included in the figure upon which the revenue percentage is calculated in paragraph 5 above. These are not earning revenue yet, and the Chenab

Sirsa Branch of the Western Jumna Canal.
Periyar Project.
Bashikulya Project.

and other canals which have been recently opened for irrigation are not bringing in a revenue in any way approaching their ultimate return. The results must, therefore, be looked upon as more satisfactory even than the figures indicate.

9. The receipts and charges of the year 1892-93 on Revenue account, exclusive of the figures relating to Minor Works for which Capital accounts are not kept, are detailed in the following statement by funds and provinces:—

	IMPERIAL.						PROVINCIAL.						LOCAL.						TOTAL.	
	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net profit.		Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net profit.		Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net profit.			
	Rx.	Rx.	Rx.	Rx.	Rx.		Rx.	Rx.	Rx.	Rx.	Rx.		Rx.	Rx.	Rx.	Rx.	Rx.			
MAJOR WORKS.																				
PROTECTIVE.																				
Irrigation.																				
Bengal	117,498	...	117,498	76	-76		182,996	145,231	37,765	235,153	-197,368		182,996	145,231	37,765	235,153	-197,368			
North-Western Provinces and Oudh	...	...	...	-9,343	126,841		538,936	259,942	288,994	290,092	9,098		677,484	259,942	417,492	28,748	136,743
Punjab	651,996	...	416,958	248,544	168,414		...	...	...	...	...		651,996	235,038	416,958	248,544	168,414
Madras	565,424	...	407,838	219,681	168,207		...	...	...	...	...		565,424	157,536	407,838	219,681	168,207
Bombay	136,422	...	86,070	74,417	11,653		...	...	...	...	...		136,422	60,352	86,070	74,417	11,653
Stores unappropriated	...	...	...	4	-4		...	...	...	...	...		...	...	...	...	-4
TOTAL	1,471,340	442,926	1,028,414	593,379	495,035		742,932	405,173	337,759	525,245	-187,486		2,214,272	848,099	1,366,173	1,038,624	307,549			
Navigation.																				
Bengal	...	...	...	1,825	-1,825		5,339	3,319	2,030	7,183	-5,152		5,339	3,309	2,030	9,007	-6,977
TOTAL	1,471,340	442,926	1,028,414	593,379	493,210		742,932	408,492	339,789	532,427	-192,638		2,218,611	851,408	1,367,203	1,047,631	300,572			
PROTECTIVE.																				
Irrigation.																				
North-Western Provinces and Oudh	8,337	10,780	-2,443	15,919	-18,862		...	...	...	...	...		8,337	10,780	-2,443	15,919	-18,862
Punjab	28,918	10,125	18,793	13,940	4,853		...	...	...	...	...		28,918	10,125	18,793	13,940	4,853
Madras	...	995	-995	10,840	-11,835		...	...	...	...	...		...	995	-995	10,840	-11,835
Bombay	11,188	7,386	3,802	30,006	-26,204		...	...	...	...	...		11,188	7,386	3,802	30,006	-26,204
TOTAL	48,443	29,286	19,157	70,755	-51,598		...	...	...	...	...		48,443	29,286	19,157	70,755	-51,598
Navigation.																				
TOTAL	1,519,783	472,212	1,047,571	605,959	441,612		748,271	408,482	339,789	532,427	-192,638		2,268,054	880,694	1,387,360	1,188,386	248,974			
MAJOR WORKS.																				
MINOR WORKS.																				
Irrigation.																				
Rajputana	9,189	9,885	-696	...	-696		...	...	...	...	...		9,189	9,885	-696	...	-696
Baluchistan	3,953	1,736	2,217	...	2,217		...	...	...	...	...		3,953	1,736	2,217	...	2,217
Lower Burma	...	...	...	...	...		...	...	...	...	...		...	...	...	...	...
Bengal	...	...	...	...	...		...	...	...	...	...		...	...	...	...	...
North-Western Provinces and Oudh	...	...	...	...	...		...	...	...	...	...		...	...	...	...	...
Punjab	106,300	68,727	36,573	...	36,573		132,815	86,0												

10. This table shows that after paying interest on borrowed money expended in the construction of Major Irrigation Works, the highest net profits are obtained from Madras schemes of irrigation as in the previous two years. Next follow the Punjab, the North-Western Provinces and Oudh, and Bombay.

Major Works.

11. The following statement shows in detail the financial results of individual Major Irrigation Works during and to the end of 1892-93:—

MAJOR WORKS.	CAPITAL OUTLAY TO END OF 1893-94.			REVENUE ACCOUNT FOR 1893-94.						REVENUE ACCOUNT TO END OF 1893-94.				
	Direct.	Indirect.	Total.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net profit.	Percentage of net revenue on the Capital outlay.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net profit.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
PRODUCTIVE.														
BENGAL.														
Irrigation.														
Orissa Project	2,496,988	56,283	2,553,271	49,738	50,551	—813	99,153	—99,966	...	454,914	755,910	—300,996	1,766,169	—2,067,165
Midnapore Canal	825,871	18,413	844,284	28,000	19,555	8,445	33,035	—24,590	1.00	449,313	434,314	14,999	673,955	—658,956
Sone Project	2,578,835	91,313	2,670,148	106,258	75,125	30,133	103,041	—72,908	1.13	1,148,380	967,244	181,136	1,761,843	—1,680,707
	5,901,694	166,009	6,067,703	182,996	145,231	37,765	235,229	—197,464	.62	2,052,607	2,157,468	—104,861	4,201,967	—4,306,828
Navigation.														
Hidgellos Tidal Canal	227,102	5,687	232,789	5,339	3,309	2,030	9,007	—6,977	.67	98,494	85,759	12,735	165,513	—152,778
Total Bengal	6,128,796	171,696	6,300,492	188,335	148,540	39,795	244,236	—204,441	.63	2,151,101	2,243,227	—92,126	4,367,480	—4,459,606
N. W. PROVINCES AND OUDH.														
Irrigation.														
Ganges Canal	2,712,936	168,890	2,881,816	319,385	112,680	206,705	108,398	98,407	7.17	6,421,760	2,869,674	3,552,086	3,506,726	46,360
Lower Ganges Canal	3,142,325	231,851	3,374,176	207,419	86,811	112,608	125,278	—12,670	3.33	3,292,825	1,433,105	1,769,720	2,439,934	—270,214
Agra Canal	854,088	67,261	921,349	54,186	26,184	28,004	34,115	—6,111	8.04	834,561	418,132	416,429	655,591	—239,163
Eastern Jumna Canal	327,922	20,569	318,491	102,442	32,267	70,175	13,058	57,117	20.14	2,570,243	506,653	1,963,590	424,289	1,539,301
Total N. W. P. and Oudh	7,037,271	488,561	7,525,832	677,434	259,942	417,492	280,749	186,743	5.55	13,329,389	5,627,564	7,701,825	6,626,540	1,075,285
PUNJAB.														
Irrigation.														
Western Jumna Canal	1,078,895	55,531	1,134,416	115,733	50,652	65,081	42,921	22,160	5.74	5,743,284	1,766,901	3,981,383	905,816	3,075,567
Sirsa Branch	177,871	7,994	185,865	...	71,460	...	6,891	—5,891	...	...	...	...	11,160	—11,160
Bari Doab Canal	1,607,715	62,230	1,669,945	242,840	71,460	171,380	63,805	107,575	10.26	3,743,970	1,611,589	2,130,782	1,839,926	290,856
Sirhind Canal	2,262,550	116,674	2,379,224	242,966	69,997	173,069	90,190	82,879	7.27	981,992	409,469	572,523	1,290,201	—717,678
Lower Sohan and Para Canal	67,281	2,712	69,993	8,416	9,351	—905	2,695	—3,800	...	40,617	49,313	—2,696	19,520	—22,216
Chenab Canal	1,068,007	23,843	1,091,850	20,850	26,977	—6,127	39,269	—45,396	...	552,543	71,723	—19,180	133,158	—162,338
Sidhnai	99,544	8,167	107,711	21,161	6,701	14,460	3,737	10,723	14.95	114,780	46,544	68,236	24,988	43,243
Jhelum	913	103	1,016	...	...	...	96	—36	...	...	...	...	129	—12.3
Total Punjab	6,346,776	272,244	6,619,020	651,996	235,038	416,958	248,544	168,414	6.30	10,680,586	3,949,538	6,731,048	42,224,692	2,506,156

MAJOR WORKS.	CAPITAL OUTLAY TO END OF 1892-93.				REVENUE ACCOUNT FOR 1892-93.						REVENUE ACCOUNT TO END OF 1892-93.			
	Direct.	Indirect.	Total.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net profit.	Percentage of net revenue on the Capital outlay.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net profit.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
MADRAS.														
Irrigation.														
Godavari Delta System	1,091,102	188,936	1,280,428	246,054	70,359	175,795	43,641	132,154	13.73	5,554,336	1,712,946	3,841,380	1,128,737	2,712,643
Krishna "	1,004,423	75,087	1,079,510	189,271	59,992	135,279	39,564	95,715	12.53	3,089,119	1,006,874	2,082,245	738,943	1,343,302
Peenar Anicut "	163,294	24,875	188,169	17,060	3,136	13,924	6,432	7,992	7.40	281,158	49,651	231,507	156,431	75,076
Cauvery Delta "	165,606	12,389	177,945	74,485	6,066	69,399	6,524	62,775	39.00	2,196,197	157,244	2,038,953	160,272	1,878,680
Sivaikuntban Anicut System	135,108	10,061	145,164	5,900	2,143	2,758	5,404	-1,646	2.59	163,111	54,534	108,577	108,399	178
Sangam Anicut Project	301,508	67,737	369,235	17,100	5,506	11,594	12,023	-429	3.14	72,116	34,450	37,666	102,879	-65,213
Karnal Canal	2,166,521	64	2,166,585	14,828	16,929	-2,101	86,612	-88,713	...	101,109	180,093	-78,984	908,474	-988,458
Ratur Tank	39,652	2,207	41,859	726	486	240	1,380	-1,340	.37	2,180	3,331	-41	11,168	-11,207
Periyar Project	508,214	13,133	521,347	...	...	...	17,701	-17,701	...	...	...	...	46,963	-46,966
Total Madras	5,575,493	394,809	5,970,292	556,424	157,636	(a) 407,888	219,631	186,207	6.83	11,459,316	3,198,013	8,261,303	3,362,568	4,898,735
BOMBAY.														
SIND.														
Irrigation.														
Desert Canal	132,338	4,067	126,405	12,827	10,744	2,083	4,888	-2,805	1.65	223,369	82,111	141,158	70,539	70,619
Unharwah "	35,160	765	35,945	4,736	1,568	3,168	1,367	1,801	3.81	85,382	12,434	22,948	10,524	12,424
Begari Canal	162,561	4,747	167,306	36,862	7,255	29,627	6,503	23,124	17.71	524,489	223,387	296,102	128,027	168,075
Eastern Nara Works	539,637	19,675	559,212	48,037	14,966	33,061	21,224	11,837	5.92	714,876	311,796	403,080	430,930	-27,910
Total Sind	859,696	29,174	888,870	102,432	34,523	67,969	33,982	33,977	7.65	1,498,016	634,738	863,268	640,060	223,208

DECCAN AND GUJARAT.

Irrigation.

Hathmati Canal	49,092	2,747	51,839	516	556	—40	1,964	—2,004	...	8,472	16,169	—6,711	39,469	—46,159
Lower Panjhrs River Works	43,718	2,277	45,995	1,617	957	660	1,748	—1,088	1.44	23,690	12,429	11,161	38,377	—27,216
Lakh Canal	35,224	1,945	37,169	96	295	—199	1,410	—1,609	...	2,852	11,440	—9,548	34,133	—42,681
Kadva River Works	69,183	2,861	72,044	1,030	831	199	2,767	—2,568	.98	12,511	11,274	1,237	37,463	—36,323
Mutha Canals	612,213	32,870	635,083	22,405	8,925	13,480	24,404	—10,924	2.12	268,571	114,148	154,423	464,410	—309,987
Krishna Canal	81,307	4,492	85,799	5,735	1,371	4,164	3,230	934	4.86	52,156	41,536	10,620	81,537	—70,917
Elkruk Tank	122,812	11,227	134,039	2,551	2,704	—153	4,912	—5,065	...	22,744	35,870	—13,126	112,614	—125,740
Total Decan and Gujarat	1,013,549	48,419	1,061,968	33,940	15,939	18,111	40,435	—22,324	1.71	390,896	241,840	149,056	807,989	—658,936
TOTAL BOMBAY	1,873,245	77,593	1,950,838	136,432	50,352	86,070	74,417	11,653	4.41	1,888,912	876,568	1,012,344	1,448,063	—435,178
Irrigation	36,734,409	1,399,216	28,133,625	2,214,273	848,099	1,366,173	1,058,620	307,553	4.86	39,410,810	15,809,151	23,601,659	19,864,029	8,797,630
Navigation	227,102	5,687	232,789	5,339	3,309	2,080	9,007	—6,977	.87	98,494	85,759	12,735	165,513	—152,778
Total Productive.	26,961,511	1,404,903	28,368,414	2,219,611	851,408	1,368,253	1,067,627	300,576	4.82	39,509,304	15,894,910	23,614,394	20,029,543	3,584,852

(a) Excludes revenue due to old irrigation, which is as follows:—

	Gross revenue.		Maintenance and working.		Net revenue.	
	Rx.		Rx.		Rx.	
Godavari Delta System	12,400		850		11,550	
Kistna "	7,100		490		6,610	
Penner Anicut "	11,700		3,000		8,700	
Cauvery Delta "	236,600		29,670		206,930	
Srirvaikuntham Anicut System	7,900		1,250		6,650	
Sangam Anicut Project	13,900		2,500		11,400	
Barur Tank	200		15		185	
	289,700		37,775		251,925	

Number of works.	MAJOR WORKS.	CAPITAL OUTLAY TO END OF 1892-93.				REVENUE ACCOUNT FOR 1893-94.						REVENUE ACCOUNT TO END OF 1893-94.			
		Direct.	Indirect.	Total.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net profit.	Percentage of net revenue on the Capital outlay.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net profit.
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1	PROTECTIVE. N.-W. PROVINCES AND OUDH. Irrigation.														
	Betwa Canal	898,447	21,397	419,844	8,337	10,780	-2,443	15,919	-18,362	...	45,859	72,438	-26,580	151,502	-178,082
1	PUNJAB. Irrigation.														
	Sutlej River Canal	349,409	12,870	361,279	28,918	10,125	18,793	13,940	4,853	5.20	135,002	67,686	67,316	155,130	-87,814
1	MADRAS. Irrigation.														
	Rushikulya Project	297,092	27,491	324,526	...	995	-995	10,890	-11,885	...	...	995	-995	40,336	-41,331
5	BOMBAY. DECCAN AND GUJARAT. Irrigation.														
	Gokak Canal, 1st Section	40,094	1,173	41,267	(b)	(b)	(b)	1,604	-1,604	...	2,474	2,100	374	17,694	-17,320
	Mhaswad Tank	197,451	6,055	203,506	2,639	1,512	1,126	7,897	-6,771	55	9,392	9,856	-464	81,041	-81,505
	Nira Canal	508,060	15,435	523,495	8,550	5,974	2,576	20,115	-17,439	51	21,455	22,729	-1,274	174,194	-175,468
	Chankapur Tank	6,362	315	6,677	...	...	...	254	-254	...	...	...	...	3,880	-2,860
	Maladevi Tank	3,396	216	3,612	...	...	...	136	-136	...	...	...	...	1,123	-1,123
	Total Bombay	755,963	23,194	778,557	11,189	7,386	3,802	30,006	-26,204	49	38,321	34,685	-1,364	276,932	-278,296
8	TOTAL PROTECTIVE	1,799,251	84,955	1,884,206	48,443	29,386	19,157	70,755	-51,598	1.02	214,182	175,805	38,377	623,900	-585,523
44	GRAND TOTAL	28,760,762	1,489,868	30,250,620	2,268,054	880,694	1,387,360	1,138,382	248,978	4.59	39,723,496	16,070,715	23,652,771	20,653,442	2,999,389

(b) This is now classed as a minor work and combined with Gokak Storage Works.

12. Taken collectively by provinces the percentages of net revenue on the Capital outlay of Major Works are as follows for 1892-93 :—

	Against 1891-92.	For 1890-91.
1. Bombay—Sind	7.65	4.53 7.18
2. Madras	6.46	6.19 6.38
3. Punjab	6.24	5.65 5.85
4. North-Western Provinces and Oudh	5.23	5.53 4.80
5. Bombay—Deccan and Gujarat	1.19	1.16 1.08
6. Bengal . . . . .	.63	.25 ...
TOTAL	4.59	4.28 4.12

13. The systems which in 1892-93 paid over 4 per cent. are arranged below in the order of the rate paid :—

	Rate paid in 1891-92.	1890-91.
1. Cauvery Delta System	39.00	36.70 37.18
2. Eastern Jumna Canal	20.14	21.84 22.00
3. Begari Canal	17.71	10.25 9.28
4. Sidhnai „	14.95	11.10 10.88
5. Godavari Delta System	13.73	13.39 12.36
6. Kistna „ „	12.53	12.83 13.15
7. Bari Doab Canal	10.26	7.16 8.08
8. Unharwah Project	8.81	1.78 8.75
9. Penner Anicut	7.40	... 5.67
10. Sirhind Canal	7.27	6.06 4.60
11. Ganges „	7.17	7.61 7.13
12. Eastern Nara Works	5.92	5.68 5.90
13. Western Jumna Canal	5.74	8.90 9.23
14. Swat River Canal	5.20	2.81 3.92
15. Krishna Canal	4.85	2.45 1.86

14. The systems that have, up to the end of 1892-93, paid off the accumulated interest on the Capital expended on them are noted below :—

	Surplus. Rs.
1. Western Jumna Canal	3,075,567
2. Godavari Delta System	2,712,643
3. Cauvery „ „	1,878,680
4. Eastern Jumna Canal	1,539,301
5. Kistna Delta System	1,843,902
6. Bari Doab Canal	290,856
7. Begari „	168,075
8. Penner Anicut System	75,076
9. Desert Canal	70,619
10. Ganges „	45,360
11. Sidhnai „	43,248
12. Unharwah	12,424
13. Srivaikuntham Anicut System	178

Assuming that the works are still worth the amount charged in each case to the Capital account, this represents a net profit to the State at the end of 1892-93 on these systems of 11,255,929

The charge to the State on other Major Works is 8,256,600

And this leaves a net profit to date on all Major Works of 2,999,329

15. The following statement shows the net charge to the State to the end of each year for the last five years on account of projects which do not yet but are expected eventually to pay off the accumulated interest on their Capital cost:—

	Date of completion.	1889-90.	1889-90.	1890-91.	1891-92.	1892-93.
		Rx.	Rx.	Rx.	Rx.	Rx.
<i>North-Western Provinces and Oudh.</i>						
Lower Ganges Canal	1878	120,835	184,877	241,950	257,544	270,214
Agra Canal	1874	231,636	236,294	233,674	233,051	239,162
<i>Punjab.</i>						
Sirhind Canal	1887	852,100	871,825	854,540	800,557	717,678
Lower Sohag and Para Canal	1886	8,631	9,196	13,442	18,617	22,216
<i>Madras.</i>						
Sangam Anicut Project	1885	41,094	45,797	50,059	64,784	65,213
Barur Tank	1887	5,053	6,566	8,045	9,806	11,207
<i>Bombay—Sindh.</i>						
Eastern Nara Works . . . . .	...	78,129	62,227	51,227	41,222	27,910
TOTAL . . . . .	...	1,337,478	1,416,782	1,452,937	1,425,641	1,353,600

Some of the projects are increasing the debit against them when they ought to be decreasing it.

16. In paragraph 14 of my note on the accounts for 1891-92 the net loss on the Ganges Canal to end of that year was shown as Rx. 53,047. During 1892-93 this canal has paid off the accumulated interest on the Capital expended on it, and has been included in the list of works detailed in paragraph 14 of this note.

The continued decrease of accumulation of interest against the Eastern Nara before completion of the project is satisfactory. The continued increase against the Lower Ganges and Agra Canals is not satisfactory. They have been opened 16 and 20 years respectively, and have not yet begun to pay the annual interest charges. The Sirhind, Lower Sohag and Para Canals, and the Sangam Anicut and Barur Tank have not been opened 10 years, further increases may therefore be expected until the irrigation from these projects has had time to develop.

17. The total loss to the State on account of works entered in the above table was reduced by Rx. 72,041 during 1892-93. This is due to large collections on the Sirhind Canal and the Eastern Nara Works, owing to expansions of irrigation. The net revenue derived from these canals during 1892-93, after paying off interest charges, amounted to Rx. 82,879 and Rx. 11,857 respectively. From the table in paragraph 15 it will be seen that the debt against the Eastern Nara Works will soon be wiped out although these works are not yet entirely complete.

18. The Chenab Canal, though not entered in the foregoing table, was opened for irrigation in 1887; but the works on the canal including extensions have not yet been completed. The revenue realized from this canal up to the end of 1892-93 was less than the working expenses by Rx. 19,180, and the accumulated interest charges amounted to Rx. 133,158, thus raising the total charges to the canal to Rx. 152,338. The effect of the completion of the permanent head works on the returns from this canal has already been very marked. The gross revenue realized during 1892-93 was Rx. 20,850 against Rx. 10,404 in 1891-92. The irrigated area also increased from 85,524 acres in

1891-92 to 157,197 acres in 1892-93. Of the area irrigated during the year, 76,736 acres were supplied with water free of charge, and a part of the balance was assessed at half rates only. The use of water free has been allowed by the Local Government in certain cases to encourage the villagers to settle on new land. These facts shew that the returns from the canal will rapidly increase when full rates are realized from the total area irrigated, and that the accumulated charges should soon disappear.

19. The undernoted works, which were allowed to be constructed from borrowed money prior to the introduction of the rules laying down the conditions which must now be fulfilled before a work may be classed as Productive, are not expected to repay the accumulated interest charges on the Capital invested in them :—

Total outlay to 31st March 1893.

Bengal—

Orissa Project	.	.	.	.	.	.	.	2,553,271
Midnapore Canal	.	.	.	.	.	.	.	844,284
Sone Project	.	.	.	.	.	.	.	2,670,148
Hidgelles Tidal Canal	.	.	.	.	.	.	.	232,789

Bombay, Deccan and Gujarat—

Hathmati Canal	.	.	.	.	.	.	.	51,839
Lower Panjhra River Works	.	.	.	.	.	.	.	45,995
Lakh Canal	.	.	.	.	.	.	.	37,169
Kadva River Works	.	.	.	.	.	.	.	72,044
Mutha Canal	.	.	.	.	.	.	.	635,083
Krishna Canal	.	.	.	.	.	.	.	85,799
Ekrak Tank	.	.	.	.	.	.	.	134,030

Total . 7,962,460

The Karnul Canal in Madras, which was purchased from the Madras Irrigation and Canal Company in 1882, does not promise to be ever a financial success.

20. The sources from which the revenue of the Major Works was derived during 1892-93 are exhibited in the following statement in comparison with those of the four previous years :—

	TOTALS OF PREVIOUS FOUR YEARS.				Share of enhanced land revenue due to irrigation works.	IRRIGATION REVENUE.			Sale of water.	Water-supply of towns.	Plantations.	Other canal produce.	Water-power.	Navigation receipts.	Rents of buildings.	Fines.	Miscellaneous.	Total.	1891-92.	1890-91.	1889-90.	1888-89.
	Rx.	Rx.	Rx.	Rx.	Owned' rates on irrigated lands.	Water-rates.	...	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal	...	146,517	...	97	...	288	209	114	24,417	1,457	36	5,200	188,385	159,860	133,914	160,448	139,118	189,860	159,860	133,914	160,448	139,118
North-Western Provinces and Oudh	117,498	501,035	36,606	477	192	17,735	...	4,855	1,829	296	1,885	3,363	685,771	706,195	651,618	555,842	548,370	706,195	651,618	555,842	548,370	548,370
Punjab	13,725	600,883	30,369	3,143	154	5,598	2,435	15,110	4,301	942	654	3,590	680,914	604,099	583,045	496,680	436,468	604,099	583,045	496,680	436,468	436,468
Madras	538,446	13,246	...	...	571	972	2,715	...	13,800	427	2	245	565,424	525,711	530,637	513,347	509,218	525,711	530,637	513,347	509,218	509,218
Bombay	95,351	36,525	...	471	10,837	450	1,078	600	...	71	1	2,326	147,610	114,498	127,277	136,519	192,041	114,498	127,277	136,519	192,041	192,041
Total for 1892-93	760,020	1,298,306	66,975	4,188	11,754	25,043	6,437	20,679	54,347	3,193	2,588	14,624	2,268,054	2,109,363	2,025,891	1,852,836	1,764,246	2,109,363	2,025,891	1,852,836	1,764,246	1,764,246
1891-92	708,451	1,174,901	90,336	3,830	10,818	27,965	4,908	21,727	61,357	3,010	2,431	11,869	2,109,363	...	...	...	...	2,109,363	...	...	...	...
1890-91	745,808	1,070,709	80,194	4,220	10,069	22,649	4,966	20,635	52,853	2,719	2,653	10,426	2,025,891	...	...	...	...	2,025,891	...	...	...	...
1889-90	724,610	935,438	59,103	4,198	10,091	26,468	4,700	18,721	55,656	2,859	2,210	9,763	1,852,836	...	...	...	...	1,852,836	...	...	...	...
1888-89	705,501	869,072	58,071	4,028	9,701	24,869	5,071	21,614	53,910	2,805	1,903	9,641	1,764,246	...	...	...	...	1,764,246	...	...	...	...

21. The foregoing statement shows that taken collectively the revenue from all Major Irrigation Works is increasing steadily year by year. The average increase during the four years ending 1892-93 was Rx. 125,952.

22. The increase in Bengal in 1892-93 is marked. It was due to some extent to the realization of water-rates outstanding on the 31st March 1892, and to energetic efforts for the recovery of the assessment falling due during the year. The decrease in the North-Western Provinces and Oudh is attributed to the seasons not being so favourable for irrigation as in the previous year. In the Punjab the increase was due to an expansion of irrigation. The increase in Madras was due to large remissions of revenue in 1891-92 owing to short rainfall, and in Bombay to increased supply of water in the canals in Sind available for irrigation.

23. The following statement shows for each Major Work during the five years ending 1892-93 the gross revenue and the irrigated area, and the mileage of canals completed at the end of each year :—

Penner Ancient System	22,976	26,438	25,935	12,088	28,700	59,653	66,171	65,080	35,652	73,651	1,442	1,618	2,094	142	2,094	2,094
Cauvery Delta	334,903	318,658	311,392	309,586	310,885	1,007,136	1,010,698	1,013,344	1,008,059	1,012,049	1,601	1,618	2,094	142	2,094	2,094
Srivaikuntham Ancient System	18,558	18,356	13,640	18,910	13,800	40,420	39,785	28,896	41,322	29,111	90	90	90	142	90	90
Sangam Ancient System	22,143	25,723	27,655	14,832	31,000	55,938	64,926	68,224	39,209	74,987	308	262	280	142	280	280
Karnul Canal	8,155	7,560	11,928	14,272	14,828	34,939	31,851	24,848	73,600	31,786	503	503	503	142	503	503
Karnul Tank	362	468	740	748	926	1,344	1,712	2,774	2,757	3,584	25	27	29	142	29	29
Bubrikulya Project	...	...	...	...	...	...	...	...	...	4,182	...	...	41	142	41	82
Deduct old Irrigation revenue	796,377	802,147	819,737	815,411	855,124	2,267,314	2,311,357	2,346,732	2,413,591	2,396,520	5,812	5,978	7,506	142	7,506	7,557
Total Madras	508,218	613,347	630,037	635,711	565,424	...	...	...	...	...	...	...	...	142	...	...
Bombay.	19,292	19,763	17,076	2,582	12,827	113,155	137,579	124,919	60,131	95,156	185	190	190	142	190	192
Desert Canal	7,789	4,664	4,573	1,554	4,736	43,172	33,340	20,690	19,283	29,277	67	67	67	142	67	67
Unharwah	33,159	29,389	23,844	26,146	36,382	201,718	183,479	144,053	174,718	192,624	176	176	176	142	176	176
Begari Canal	40,234	49,551	45,579	43,501	48,037	217,700	285,213	228,392	211,451	213,412	280	273	278	142	278	278
Eastern Nara Works	100,484	103,371	91,072	73,783	102,483	575,745	630,111	517,954	495,083	554,369	708	706	711	142	711	713
Total Sind	645	520	737	1,037	516	2,497	2,349	3,768	2,716	2,728	46	46	51	142	51	51
Hathmati Canal	1,724	1,596	1,514	1,801	1,617	2,654	2,293	2,390	2,603	2,617	45	45	45	142	45	45
Lower Panjhra River Works	774	1,033	963	844	1,020	2,437	3,060	2,227	2,971	2,825	38	36	36	142	36	39
Kadwa River Works	120	205	125	170	96	814	322	433	608	158	34	10	18	142	31	29
Lakh Canal	21,535	29,591	21,757	24,693	22,405	9,764	13,338	11,201	14,081	6,797	155	155	155	142	155	155
Muthia Canals	1,419	1,674	2,452	2,611	2,551	2,976	2,634	2,598	3,137	3,038	48	48	48	142	48	48
Ekruk Tank	3,115	3,958	3,077	3,188	5,735	3,375	3,732	3,930	5,374	3,796	61	61	61	142	61	61
Krishna Canal	887	...	...	...	...	3,837	...	...	...	...	41	...	...	142	...	...
Gotak Canal, 1st Section	1,029	2,754	3,608	4,449	8,550	18,559	21,930	16,913	28,863	18,244	185	198	205	142	215	220
Nira Canal	439	1,817	1,942	1,922	2,638	6,104	6,791	7,106	8,304	4,997	84	90	95	142	95	95
Mhaswad Tank	...	...	...	...	...	...	...	...	...	...	...	...	...	142	...	...
Total Deccan and Gujarat	31,557	33,148	36,205	40,716	45,128	53,057	56,379	50,594	68,537	45,202	735	689	714	142	737	743
Total Bombay	132,041	136,519	127,277	114,496	147,616	696,802	686,490	568,538	531,620	599,571	1,443	1,395	1,420	142	1,418	1,436
Grand Total	1,764,246	1,852,836	2,025,891	2,109,363	2,268,054	6,583,548	7,047,563	7,172,468	7,560,494	7,043,386	25,557	25,917	28,625	142	28,625	29,211

24. In the following table, which gives the rate per acre irrigated during 1892-93, the irrigation revenue includes the share of enhanced land revenue due to irrigation and the water-rates and owners' rates :—

Province.	Irrigation revenue. (Assessed)	Irrigated acreage.	Rate of revenue per acre.	COMPARED WITH RATE IN	
				1891-92.	1890-91.
	Rx.	Acres.	Rx.	Rx.	Rx.
Bombay, Deccan and Gujarat .	26,001	45,202	·58	·48	·47
North-Western Provinces and Oudh .	604,752	1,663,893	·36	·34	·35
Madras	832,839	2,396,520	·35	·33	·34
Punjab	547,713	1,720,872	·32	·31	·31
Bengal	119,536	662,930	·18	·19	·18
Bombay—Sind	104,816	554,369	·19	·16	·13
TOTAL .	2,235,659	7,043,286	·32	·31	·31

25. The charges for maintenance and working for the year 1892-93 are detailed in the following statement and compared with the outlay of the previous four years. Large sums have in the past been charged to Revenue in connection with extensions and improvements, a portion of which would, in the case of Railways, have been charged to Capital; the total amount so charged in 1892-93 being Rx. 60,926. Under Public Works Department Code, Volume II, Chapter XV, paragraphs 156 A and B, as introduced by Standing Order No. 261 of the 3rd October 1892, the greater portion of such outlay on extensions and improvements of canals, of which construction estimates are closed, will in future be charged to the Capital account of the canals.

	TOTALS OF PREVIOUS FOUR YEARS.									
	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-00.	1900-01.
Extensio- ns and im- provements.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal	1,940	61,482	67,409	8,271	...	139,102	9,438	148,540	143,793	143,213
North-Western Provinces and Oudh	28,428	91,768	129,302	3,358	...	262,854	17,868	270,722	267,974	274,291
Punjab	17,270	108,373	106,780	2,786	...	230,209	14,954	245,163	225,193	217,369
Madras	9,156	59,997	73,515	8,259	...	150,927	7,604	158,531	150,024	157,597
Bombay	4,134	26,845	24,648	349	...	55,876	1,862	57,738	54,010	46,981
Total for 1892-93	60,926	343,465	401,554	23,023	...	828,968	51,726	880,694	840,994	839,451
1891-92	58,127	339,657	370,115	24,982	23	792,884	48,110	840,994	840,994	839,451
1890-91	61,926	327,448	378,602	22,435	122	790,683	48,868	839,451	839,451	839,451
1889-90	65,556	312,498	357,636	22,416	15	758,076	45,729	803,805	803,805	803,805
1888-89	67,820	317,555	346,269	21,273	-18	752,944	44,346	797,290	797,290	797,290

26. The increase of expenditure in Bengal during 1892-93 was owing partly to larger collection charges having become necessary on account of the increase of revenue, and partly to increased cost of maintenance and repairs on the Sone Canals and to flood damages on the Orissa Canals.

27. The increase in the Punjab was due to a larger expenditure on maintenance and repairs on the Sirhind and Chenab Canals owing to the extension of irrigation.

28. In Madras the increase was due partly to a payment of Rx. 3,700 to the Telegraph Department on account of the dismantling of the telegraph line along the Karnul canal, and partly to an increase of the establishment charges necessitated by an increase of revenue.

29. The expenditure under this head is being specially considered by the Government of India with a view to reductions if they are possible without injuring the efficiency of the canals.

30. The cost of maintenance and working per irrigated acre in the different provinces during the past five years and the percentages of maintenance and working on gross revenue are as follows:—

Cost of maintenance and working per irrigated acre.

Provinces.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	REMARKS.
	Rx.	Rx.	Rx.	Rx.	Rx.	
1. Bombay—Sind . . .	·05	·05	·06	·07	·06	Including old maintenance charges.
2. Madras	·08	·08	·08	·08	·08	
3. Punjab	·12	·12	·12	·11	·14	
4. North-Western Provinces and Oudh.	·18	·15	·15	·14	·16	Excluding maintenance of Tidal Canal.
5. Bengal	·24	·25	·25	·19	·22	
6. Bombay—Deccan and Gujarat.	·31	·32	·35	·29	·51	

Percentages of maintenance and working on gross revenue.

	Rx.	Rx.	Rx.	Rx.	Rx.	
1. Madras	22·6	22·2	23·8	23·0	23·0	Including old revenue and working expenses.
2. Bombay—Sind . . .	28·8	29·7	32·3	46·7	38·7	
3. Punjab	45·2	42·6	37·3	37·3	36·0	
4. North-Western Provinces and Oudh.	48·1	47·1	42·1	38·0	39·5	
5. Bombay—Deccan and Gujarat.	52·2	54·3	48·6	48·0	51·4	
6. Bengal	107·6	94·5	106·9	69·9	78·9	

31. The percentages of the cost of Revenue management on the revenue collected in the different provinces during the five years ending 1892-93, were as follows:—

Provinces.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	REMARKS.
	Rx.	Rx.	Rx.	Rx.	Rx.	
1. Madras	(a)	8·8	8·8	8·8	8·9	
2. Bombay—Sind . . .	10·0	10·1	10·9	11·4	10·4	
3. North-Western Provinces and Oudh.	13·6	13·5	14·3	12·8	13·6	
4. Bombay—Deccan and Gujarat.	10·8	14·5	14·1	15·2	17·7	
5. Punjab	15·	15·1	13·0	12·1	13·0	
6. Bengal	30·7	28·5	33·2	28·1	26·0	

(a) Information not available.

MINOR WORKS.

Works for which Capital and Revenue Accounts are kept.

32. The following statement shows in detail the financial results of Minor Works for which Capital and Revenue accounts are kept during, and up to the end of, the year 1892-93:—

Number of works.	Minor Works.	CAPITAL OUTLAY TO END OF 1893-93.			REVENUE ACCOUNT FOR 1893-93.				REVENUE ACCOUNT TO END OF 1893-93.		
		Direct.	Indirect.	TOTAL.	Gross Revenue.	Working Expenses.	Net Revenue.	Percentage of net revenue on Capital outlay.	Gross Revenue.	Working Expenses.	Net Revenue.
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
2	BALUCHISTAN—										
	Irrigation—										
	Khushil Khan Reservoir	88,489	1,189	89,678	1,790	491	1,299	1.45	2,045	2,737	—692
	Shebo Canal	64,512	1,120	65,632	2,163	1,245	918	1.39	6,320	4,729	1,591
	TOTAL	153,001	2,309	155,310	3,953	1,736	2,217	1.42	8,365	7,466	899
3	RAJPUTANA—										
	Irrigation—										
	Tanks in Ajmere Sub-Collectorate.	187,585	3,971	141,556	3,948	6,909	—2,961	...	111,304	57,958	53,346
	Tank in Beawar " "	60,606	3,460	64,066	3,080	1,340	1,740	2.72	84,348	50,583	33,765
	" in Todgarh " "	20,817	407	21,224	2,171	1,686	535	2.52	40,017	27,629	12,388
	TOTAL	219,008	7,838	226,846	9,199	9,885	—686	...	235,669	136,120	99,549
1	LOWER BURMA—										
	Irrawaddy embankments	305,893	8,317	314,210	90,212	29,026	60,586	19.28	1,007,285	271,174	736,111
3	BENGAL—										
	Irrigation—										
	Saron Project	66,957	2,718	69,675	153	1,403	—1,250	...	33,781	35,415	—11,634
	Navigation—										
	Canal and Eastern Canals	529,547	6,236	535,783	48,012	25,218	22,794	4.25	2,227,637	890,177	1,337,460
	Orissa Coast Canal	424,146	10,296	434,442	6,493	7,965	—1,472	...	42,118	55,665	—13,547
	TOTAL	953,693	16,536	970,229	54,505	33,183	21,322	2.20	2,269,755	945,842	1,323,913
4	NORTH-WESTERN PROVINCES AND OUDH—										
	Irrigation—										
	Dán Canals	62,182	1,491	63,673	8,422	5,045	3,377	5.80	218,320	123,625	94,695
	Rohilkhand Canals	156,157	15,651	171,808	14,638	10,175	4,513	2.63	296,595	250,748	45,847
	Bijnor Canals	10,721	1,813	12,534	3,237	1,224	2,013	16.06	43,670	16,897	26,773
	Bundelkhand Irrigation Works	7,436	804	8,240	944	1,110	—166	...	16,245	20,189	—3,944
	TOTAL	236,506	19,759	256,265	27,291	17,554	9,737	3.80	575,830	411,457	164,373
5	PUNJAB—										
	Irrigation—										
	Upper Sutlej Inundation Canals	58,144	5,980	64,124	23,506	13,133	10,373	16.18	382,344	356,633	25,711
	Lower Sutlej " "	10,756	254	11,010	50,129	30,403	19,726	179.16	1,523,420	848,429	674,991
	Indus Inundation Canals	68,790	1,073	70,763	24,949	22,339	2,610	3.69	661,283	661,523	—
	Shahpur " "	13,283	404	13,687	6,716	2,852	3,864	28.23	51,999	39,151	12,848
	Madhopur Workshops*	42,416	...	42,416	...	...	...	...	3,658	44,945	—41,287
	TOTAL	193,389	8,611	201,999	105,300	63,727	36,573	18.11	2,622,704	1,940,681	682,023

* This is not an irrigation project, but a workshop established for the service of the canals in the Punjab generally and the Bari Doab Canal especially.

Number of works.	MINOR WORKS.	CAPITAL OUTLAY TO END OF 1892-93.			REVENUE ACCOUNT FOR 1892-93.				REVENUE ACCOUNT TO END OF 1892-93.		
		Direct	Indirect.	Total.	Gross Revenue.	Working Expenses.	Net Revenue.	Percentage of net revenue on Capital outlay.	Gross Revenue.	Working Expenses.	Net Revenue.
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
28	MADRAS—										
	Irrigation—										
	Chembrambakam tank .	62,448	11,216	73,664	3,398	—60	3,458	4.69	61,062	12,727	48,335
	Madras Water-supply and Irrigation Extension project .	151,583	28,322	179,905	2,102	853	1,249	.71	84,094	47,949	—13,855
	Palar Anicut System .	188,182	9,751	197,933	16,148	8,278	7,870	3.98	268,166	157,239	105,927
	Pelandore Anicut System .	40,985	4,148	45,133	4,790	8,372	3,418	5.86	14,964	42,157	—27,193
	Other works .	190,982	5,094	196,076	109,419	24,121	85,298	43.52	1,731,002	536,561	1,194,441
		634,135	53,941	688,076	135,857	35,564	100,293	14.68	2,104,288	796,623	1,307,665
	Navigation—										
	Buckingham Canal .	768,093	46,892	814,985	9,076	11,835	—1,859	...	254,699	265,084	—10,385
	Other works .	17,334	1,315	18,649	106	506	—400	...	645	3,885	—3,240
		785,427	47,707	(a) 833,134	10,082	12,341	2,259	...	255,344	268,969	—13,625
	TOTAL .	1,419,562	101,648	1,521,210	(b) 145,939	47,905	98,034	6.44	2,359,632	1,065,592	1,294,040
	BOMBAY—										
	Irrigation—										
7	SIND.										
	Sukkur Canal .	132,874	5,997	138,871	12,917	4,216	8,701	6.27	152,960	102,320	50,640
	Ghar „ .	41,554	2,544	44,098	60,725	15,547	45,178	102.45	1,398,754	404,202	994,552
	Marsk Great Canal .	19,360	795	20,155	6,034	3,458	2,576	12.78	105,392	43,046	62,346
	Sarfazwah „ .	11,856	612	12,468	2,570	1,424	1,146	9.19	34,168	28,818	5,350
	Fuleli „ .	118,657	4,364	123,021	35,788	14,832	20,956	17.05	772,121	525,153	246,968
	Other works .	8,923	673	9,596	—290	—278	—12	...	33,711	26,344	7,467
	TOTAL SIND .	333,224	16,015	349,239	117,744	39,169	78,575	22.66	2,497,106	1,129,783	1,367,323
27	DECCAN AND GUJARAT.										
	Khari Cut .	16,701	1,192	17,893	384	425	—41	...	5,641	4,301	1,340
	Jamda Canals .	98,808	5,237	104,045	423	1,237	—814	...	11,247	26,895	—15,648
	Pravara River Works—										
	Ojhar Canal .	30,963	2,061	33,024	671	589	82	.25	7,563	8,813	—1,250
	Bhatodi tank .	35,269	2,702	37,971	558	443	115	.30	7,380	5,739	1,641
	Ashti „ .	75,214	7,973	83,087	532	753	—171	...	3,549	7,692	—4,143
	Upper Man River Works .	40,742	2,214	42,956	324	414	—90	...	4,611	5,907	—1,296
	Yerla River Irrigation Works .	62,053	4,250	66,303	727	641	86	.13	8,260	10,867	—2,607
	Maini tank .	36,767	2,224	38,991	540	295	245	.63	7,893	7,739	154
	Madag „ .	16,125	635	16,760	239	105	134	.74	4,104	5,271	—1,167
	Gokak Canal, 1st Section, and Storage Works .	61,538	1,375	62,913	1,746	570	1,176	1.87	5,523	1,974	3,549
	Other works .	156,092	12,085	168,177	3,242	2,091	1,151	.68	34,457	26,140	8,317
	TOTAL DECCAN AND GUJARAT .	680,273	41,848	722,121	9,426	7,583	1,843	.28	100,327	111,338	—11,111
	TOTAL BOMBAY .	963,496	56,863	1,020,359	127,170	46,732	80,438	7.83	2,597,333	1,241,121	1,356,212
75	GRAND TOTAL										
	IRRIGATION .	2,772,384	160,356	2,932,740	499,135	211,227	287,908	9.82	9,174,658	4,840,057	4,334,601
	NAVIGATION .	1,739,120	64,243	1,803,363	64,597	45,524	19,073	1.06	2,525,084	1,214,811	1,310,273
	TOTAL .	4,511,504	224,599	4,736,103	563,732	256,751	306,971	0.48	11,699,752	6,054,868	5,644,874

(a) Exclusive of the Capital outlay on the Vedarani Canal which has not yet been ascertained.
 (b) Excludes Rs. 106,416, share due to old irrigation.

33. The net revenue derived in 1892-93 from the works constructed for irrigation purposes (excluding navigation) taken collectively amounted to 9·82 per cent. on the Capital outlay, against 4·60 in the previous year. This increase is due to the inclusion of Rx. 78,047 on account of irrigation revenue in Madras for the year 1891-92 which was not advised by the Board of Revenue in time to be included in the accounts of that year. This omission was alluded to in paras. 6 and 35 of my note on the accounts for the year 1891-92.

34. Excluding the special credit under Madras the return from irrigation as opposed to navigation projects has been 7·16 per cent., a result which must be accepted as highly satisfactory as regards the former class.

35. The revenue realized from the navigation canals exceeded the working expenses by Rx. 19,063 only. The loss in working the Buckingham canal during 1892-93 was Rx. 1,859 against Rx. 7,400 in the previous year. This improvement is due to a considerable saving having been effected this year in maintenance by means of special arrangement for economising expenditure on the up-keep of the Penner and other river crossings. The Buckingham canal has been far from a financial success. Part of it was opened in 1877-78. It has cost Rx. 814,485, and has never paid its working expenses, and the net loss to Government to end of 1892-93 has been Rx. 10,385 in addition of course to interest which does not appear in the accounts as the canal was constructed from revenues and not from borrowed money.

36. The revenue derived from Minor Works for which Capital and Revenue accounts are kept during 1892-93 is detailed in the following statement, and compared with the revenue of the previous four years :—

	Irrigation Revenue.			Sale of water.	Water-supply of towns.	Plantations.	Oilt canal produce.	Water-power.	Navigation receipts.	Rents of Buildings.	Flies.	Miscellaneous.	TOTALS OF PREVIOUS FOUR YEARS.			
	Share of enhanced land revenue due to Irrigation works.	Water-rates.	Owner's rates.										1891-92.	1892-93.	1893-94.	1894-95.
Rajputana	Rx. 8,596	Ex. 408	Rx. ...	Ex. ...	Rx. ...	Rx. ...	Rx. 8	Ex. ...	Rx. ...	Rx. 8	Rx. 15	Rx. 168	Rx. 8,487	Rx. 12,474	Rx. 12,758	Rx. 12,062
Beluchistan	...	3,946	...	...	...	...	...	...	...	...	1	6	1,641	1,621	787	362
Lower Burma	90,021	...	...	...	92	...	...	...	...	99	...	...	77,706	70,176	65,801	76,121
Bengal	...	149	...	...	2	15	...	...	52,087	343	...	2,112	60,311	62,765	58,399	66,211
North-Western Provinces and Oudh	8,628	14,033	1,387	169	534	...	...	2,324	...	...	86	130	26,203	25,671	24,496	24,624
Punjab	68,334	7,842	...	4	1,080	3,494	...	...	7	61	146	24,332	105,794	102,859	102,207	105,385
Madras	134,133	...	...	...	186	426	...	...	9,917	8	...	121	25,760	73,862	26,543	28,638
Bombay	114,103	10,737	...	4	489	352	...	493	...	43	11	940	146,135	144,195	135,210	118,065
Total for 1892-93	423,815	37,113	1,387	177	2,333	4,295	...	2,816	61,961	559	259	27,809	452,037	493,123	426,199	432,409
1891-92	300,653	34,738	1,271	249	2,932	7,225	...	3,333	67,216	815	285	31,880	...	...	...	...
1890-91	343,786	37,833	1,317	249	1,101	3,613	...	2,279	67,050	369	335	35,698	...	...	...	...
1889-90	283,953	32,223	1,180	216	2,422	4,173	...	2,685	62,841	454	220	29,678	...	...	...	...
1888-89	286,923	29,647	1,204	323	1,492	5,336	...	2,241	70,432	496	361	32,557	...	...	...	...

37. The increase in the receipts during 1892-93 occurred chiefly in Madras and was due to the Irrigation Revenue pertaining to the year 1891-92 from the Lower Coleroon, Tirukoyelur and other canals having been included in the figures for 1892-93. The figures for 1891-92 were not supplied by the Board of Revenue in time to be included in the accounts for that year, *vide* para. 35 of my note upon the accounts for 1891-92.

The omission from the Madras accounts for the year 1891-92 of part of the revenue of that year, and its inclusion in the accounts of the year under review vitiates any comparison between the figures of the two years.

The increase under the principal heads of Revenue, 'share of enhanced Land Revenue due to irrigation' and 'water rates' during the last five years has been steady.

Under navigation receipts there is a distinct tendency to falling off, and this principally affects Bengal where that head of revenue is the most important.

In the Punjab there has been a slight decrease of revenue as compared with last year.

38. The improvement in Lower Burma was due to the cultivation on lands protected by the Irrawaddy embankments having increased from 416,369 acres in 1891-92 to 455,503 acres in 1892-93.

39. The decrease in Bombay was chiefly due to the deduction from the total revenue realized from the works in Sind of the gross revenue which accrues from old works which were in existence before the Public Works Department commenced operations instead of the net revenue as in the previous years.

40. The working expenses of the year 1892-93 and of the previous four years are shown in the following statement:—

	Extensions and improvements	Maintenance and repairs.	Establishment.	Tools and Plant.	Profit and loss.	Suspense.	Total direct charges.	Indirect charges.	Total.	TOTALS OF PREVIOUS FOUR YEARS			
										1891-92.	1890-91.	1889-90.	1888-89.
Rajputana	Rx. 77	Rx. 7,642	Rx. 2,086	Rx. -148	Rx. ...	Rx. ...	Rx. 9,657	Rx. 228	Rx. 9,885	Rx. 10,671	Rx. 5,961	Rx. 5,811	Rx. 6,598
Baluchistan	...	1,161	370	21	...	...	1,552	184	1,736	3,180	2,277	239	...
Lower Burma	16,669	4,084	8,264	31	...	-91	38,957	669	39,626	46,178	20,393	18,416	12,006
Bengal	-2,850	22,023	11,758	2,009	...	...	32,940	1,646	34,586	3,501	43,964	38,817	40,715
North-Western Provinces and Oudh	1,199	4,905	9,792	300	...	...	16,196	1,358	17,554	17,413	17,643	16,548	13,967
Punjab	8,218	35,900	21,528	582	...	76	65,704	3,023	68,727	68,785	66,123	70,856	79,216
Madras	6,680	24,845	14,908	200	...	...	46,133	1,772	47,905	58,467	44,332	31,029	23,056
Bombay	2,303	21,733	21,228	190	...	...	45,444	1,288	46,732	63,946	61,865	59,730	68,167
Total for 1892-93	32,296	121,183	89,934	3,185	...	-15	246,583	10,168	256,751	312,141	283,158	241,516	243,745
1891-92	54,031	159,207	91,249	2,663	...	279	301,429	10,712	312,141				
1890-91	29,274	151,940	87,584	4,390	10	-85	273,113	10,045	283,158				
1889-90	17,084	134,674	77,460	8,706	15	-17	232,922	8,694	241,516				
1888-89	19,897	131,238	77,830	5,642	2	103	234,651	9,094	243,745				

41. Here also, as under Major Works, there is a large outlay on extensions and improvements charged to Revenue, a part of which in the case of railways would have been charged to Capital, *vide* para. 25, *ante*.

42. The expenditure in 1892-93 was less than that of the previous year by Rx. 55,390. The decrease was mainly due to the following causes.

Lower Burma.—The decrease of Rx. 16,552 was due to the expenditure in 1891-92 having been very large owing to the necessity for raising, strengthening and retiring several miles of the Irrawaddy embankments threatened by river encroachments. .

Bengal.—The decrease of Rx. 8,915 was due to the cost of maintenance of the Calcutta and Eastern canals having been smaller than in the previous year.

Madras.—The decrease of Rx. 10,562 was due partly to the reduction of expenditure on the Buckingham canal as explained in para. 35 of this note, and partly to a decrease in the charges for the up-keep and maintenance of the Cheyar anicut system.

Bombay.—The decrease of Rx. 17,214 was chiefly due to the cost of maintenance of certain old works in Sind, which has hitherto been debited to the Projects concerned, having been, under the orders of the Government of India, recorded in the accounts for 1892-93 under works for which Capital accounts are not kept.

43. The following table gives the percentages of expenditure on revenue in each province during the past five years :—

Provinces.	1893-94.			1894-95.			1895-96.			1896-97.			1897-98.		
	Revenue.	Expenditure.	Percentage.	Revenue.	Expenditure.	Percentage.	Revenue.	Expenditure.	Percentage.	Revenue.	Expenditure.	Percentage.	Revenue.	Expenditure.	Percentage.
Rajputana	Rx. 13,002	Rx. 6,598	Rx. 50.7	Rx. 12,756	Rx. 5,811	Rx. 45.6	Rx. 12,474	Rx. 5,961	Rx. 47.8	Rx. 8,487	Rx. 10,671	Rx. 125.7	Rx. 9,199	Rx. 9,885	Rx. 107.46
Baluchistan	362	...	...	787	239	30.4	1,621	2,377	140.5	1,641	3,180	193.8	3,958	1,736	43.92
Lower Burma	76,121	12,006	15.8	65,801	18,416	28.0	70,176	20,393	29.1	77,706	46,178	59.4	90,212	29,626	32.84
Bengal	60,211	40,715	61.5	58,399	38,817	66.5	62,765	43,964	70.0	60,311	43,501	72.1	51,658	34,586	63.28
North-Western Provinces and Oudh	24,624	13,987	56.4	24,496	16,548	67.5	25,671	17,643	68.7	26,203	17,413	66.5	27,291	17,554	64.33
Punjab	105,386	79,216	75.2	102,207	70,856	69.3	102,359	86,123	84.1	106,794	68,785	65.0	105,300	68,727	65.27
Madras	28,638	23,056	80.5	26,543	31,089	117.1	73,862	44,832	60.8	25,760	58,467	227.0	145,939	47,905	32.83
Bombay	118,065	68,167	57.7	135,210	59,780	44.2	144,195	61,865	42.9	146,135	63,946	43.8	127,170	46,732	36.75
TOTAL	492,409	243,745	56.4	496,199	241,516	56.7	493,123	283,158	57.4	459,037	312,141	69.1	563,722	256,751	45.56

The percentage of expenditure on revenue for the whole of India during the last five years appears to be nearly stationary, but comparison is hardly possible owing to the wrong accounting for certain Madras revenue in the last two years. The figures for the respective provinces as a rule show very uneven results.

In the Punjab there is a steady fall from Rx. 75·2 in 1888-89 to 65·27 in 1892-93 although in the year 1890-91 the figures rose to Rx. 84·1.

In Bombay the decrease from Rx. 57·7 to Rx. 36·75 has been steady and marked, and is due to the increase of revenue from the canals in Sind.

In the North-Western Provinces and Bengal there is no decrease, but rather an increase.

In Rajputana, Baluchistan, and Lower Burma the results are most irregular, while in Madras, as already explained, no comparison can correctly be made.

44. The rates per irrigated acre in the different provinces during the year 1892-93 were as follows:—

	Irrigation revenue (Assessed).	Irrigated acreage.	Rate of revenue per acre.	COMPARED WITH · RATE IN	
				1891-92.	1890-91.
	Rx.	Acres.	Rx.	Rx.	Rx.
Madras	242,547	449,481	·54	·16	·29
Baluchistan	3,953	10,483	·38	·21	·61
Rajputana	12,769	36,330	·35	·72	·40
Bengal	1,100	3,560	·31	·19	·98
Bombay	163,480	808,263	·23	·18	·18
North-Western Provinces and Oudh.	15,869	138,891	·11	·18	·18
Punjab	83,243	1,128,459	·07	·09	·09
Total	542,961	2,575,467	·21	·15	·18
Lower Burma	(a) 90,212				
Total	633,173				

(a) Represents actual collections.

NOTE.—No acreage is quoted against Lower Burma as the works concerned are only river embankments.

Works for which Capital Accounts are not kept.

45. The receipts and expenditure on account of these works during 1892-93 as recorded in the Finance and Revenue accounts, are shown in the following statement, in comparison with the transactions of the previous four years:—

Works for which Capital Accounts are not kept.

	IMPERIAL.		PROVINCIAL.		LOCAL.		Totals.	
	Receipts.	Expendi- ture.	Receipts.	Expendi- ture.	Receipts.	Expendi- ture.	Receipts.	Expendi- ture.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rajputana . . . . .	...	51	...	...	...	...	...	51
Baluchistan	48	...	...	...	...	...	48	...
Upper Burma . . . . .	...	112,317	...	...	5,637	5,864	5,637	118,181
Lower Burma . . . . .	...	...	5,070	47,222	...	944	5,070	48,166
Bengal . . . . .	...	...	33,219	95,729	1,403	1,290	34,622	96,959
North-Western Provinces and Oudh . . . . .	...	...	...	9,607	...	...	...	9,607
Punjab	44	7,863	5,410	28,925	1,646	598	7,100	27,386
Madras . . . . .	...	...	4,013	262,276	...	1,373	4,013	264,149
Bombay	6,262	120,219	...	...	...	...	6,262	120,219
Total for 1892-93	6,354	240,450	47,712	443,759	8,686	10,509	62,759	694,718
1891-92	6,711	315,147	47,658	487,639	8,421	8,918	62,790	711,704
1890-91	5,840	156,676	46,102	423,563	6,192	7,834	58,134	587,473
1889-90	5,897	149,714	42,979	401,248	3,917	4,017	52,793	555,574
1888-89	5,788	119,962	40,700	419,300	501	966	48,980	510,228

The increase under Imperial, Provincial, and Local Fund heads both of Receipts and Expenditure during the last five years has been on the whole steady. The increase under Local Funds has been the most marked. The figures for the year under review shew a small decrease in the totals of both receipts and expenditure. The decrease in the expenditure occurred chiefly in Madras and is attributed to the grant made available for expenditure in the year having been less than in the previous year.

46. Under this head appear at present the only irrigation works in Upper Burma. Orders have been issued by the Government of India for the preparation of Capital and Revenue Accounts of all important works. No project estimates have yet been submitted to the Government of India.

CALCUTTA ;

The 16th March 1894.

R. G. MACDONALD,

Accountant General, P. W. Dept.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, August 11th, 1894.

General Summary.—Little or no rain has fallen during the week in North-Western India, except at the hill stations; the break in the rains having been made more pronounced by falls of pressure in the North and West Punjab, by which the area of low pressure was shifted still further north than usual. On the 7th, 8th, and 9th the variations from the normal pressure in the Punjab were not large, but on the remaining days of the week pressure was considerably to largely in defect, the deficiency varying from a seventh to a fifth of an inch at some stations. Gradients were hence steeper than usual, giving rise to unusually strong winds on the North Bombay Coast, and these humid winds sweeping round through Central India and the North-Western Provinces precipitated their moisture in the hills, where Dehra Dun and Simla have again registered the heaviest falls of rain. The rainfall of the week at the former station amounted to 15 inches, or more than half its normal average fall for the whole month.

A shallow depression was formed in the north of the Bay at the commencement of the week, but it was a very diffused one, covering a large extent of country, and commenced filling up on Saturday without intensifying. It thus was of but little importance, and, beyond giving moderate general rain in Bengal and the adjacent districts, had no marked influence on the weather of the week. One of the secondary effects it produced was the deflecting of the Bombay monsoon current further south, which determined favourable rain to parts of the Deccan.

Another depression appeared on the 6th in the North-Western Provinces, probably the same shallow stationary depression which had apparently filled up in that area on the 4th. On the 7th it had intensified slightly and had given 3 inches of rain at Lucknow, but pressure increased rapidly during the next twenty-four hours at Lucknow and the neighbouring stations, and by the morning of the 8th the depression had completely disappeared.

Ordinary monsoon conditions prevailed over the greater part of the country, and hence the mean daily temperature varied but little from the normal in most provinces. For the whole of India the mean temperature of the week was normal.

Daily Summary.—*Sunday.*—Pressure had given way slightly in the Peninsula and briskly over nearly the whole of Burma and Northern India. The fall was greatest in the North and West Punjab, where pressure was largely in defect. A shift in the direction of winds at the head of the Bay pointed to the possibility of a depression being in course of formation in the north of the Bay. The partial break in the rains continued in North-Western India. General rain had been received in Burma, Bengal, and the Gangetic plain, and light showers in the West Coast districts, the Central Provinces, Deccan, and Carnatic. The most

important falls recorded were—Jalpaiguri 3·4 inches, Ranchi 2·82 inches, Darjeeling 2·25 inches, Balasore 2·61 inches, Lucknow 2·43 inches, Dehra 2·25 inches, Dinajpur 2·12 inches, and Gorakhpur 2·06 inches.

Monday.—The changes of pressure were small. Pressure was in defect all over India, the deficiency being greatest in the Punjab, in consequence of which winds were stronger than usual on the North Bombay Coast, giving moderately heavy rain to the Upper India hill stations. Pressure was also considerably in defect in the centre and north of the Bay, where the direction of the winds continued to indicate the formation of a cyclonic disturbance. The break in the rains continued in North-Western India generally, though the hill stations received moderately heavy rain. General rain had continued in Burma, Bengal, Bihar, Chota Nagpur, and the greater part of the North-Western Provinces. Light showers fell in the Deccan, the Central Provinces, and West Coast districts. The following stations reported falls exceeding 2 inches: Tavoy, Bogra, Mymensingh, Jalpaiguri, Dehra, Bahraich, Ranikhet, and Simla.

Tuesday.—The shallow stationary depression of last week in the North-Western Provinces had again made its appearance in a more marked form, and had given heavy local rain to Lucknow and its neighbourhood. The Bay depression had extended considerably, covering the north-west of the Bay, Orissa, Ganjam, and the eastern districts of the Central Provinces. It was, however, a very shallow and diffused depression. Winds continued cyclonic in direction on the Bengal and Orissa Coasts, but were very light. Light and moderate rain had fallen in the Upper India hill and submontane districts, but the break in the rains in North-Western India continued, and in a slightly more pronounced form. Heavy showers had been received in the depression area in the North-Western Provinces and at a few stations in the West Coast districts. Favourable rain had fallen in the Deccan and light to moderate rain in Bengal and Lower Burma. The following were the most noteworthy falls: Mangalore 4·66 inches, Mercara 3·01 inches, Lucknow 3·16 inches, Kurnool 2·20 inches, Tavoy 2·15 inches, Moulmein 2·13 inches, Mymensingh 2·25 inches, Sibsagar 2·34 inches, and Khammamet 1·05 inches.

Wednesday.—Pressure had risen over the whole of India, and the depression in the North-Western Provinces had again filled up. The Bay depression had crossed the Orissa Coast, and had moved slowly in a westerly direction. It was central a little to the south of Sambalpur. Winds were very light in the depression area, especially in the centre and in the western quadrant. Some light showers had fallen in East Rajputana and moderately heavy rain in the Upper India hill districts, but North-Western India generally continued to receive little or no rain. Heavier rain had fallen in the Deccan and West Coast districts, and light to moderate showers over Burma, Bengal, and the North-Western Provinces. Dehra had received 4·05 inches, Mangalore 3·72 inches, Mormugao 3·07 inches, Bijapur 2·73 inches, Raichur 2·27 inches, Moulmein 2·67 inches, Bhamo 2·7 inches, and Jalpaiguri 2·54 inches.

Thursday.—Pressure had given way in Northern India and had risen in the Peninsula. The depression in the Central Provinces had advanced very slowly west-north-westwards, but had filled up to some extent and continued to be of but little importance. There had been practically no rain in North-Western India, and very light rain in Bengal and the North-Western Provinces. Rain had

increased on the West Coast, and showers had fallen in those districts of the Deccan where rainfall was in greatest defect. The most important falls were—Karwar 6·28 inches, Mangalore 2·45 inches, Chanda 2·12 inches, Sibsagar 2·78 inches, Bellary 1·47 inches, Hyderabad (Deccan) 1·25 inches, Sholapur ·76 inch, and Bijapur ·62 inch.

Friday.—Pressure had changed by small amounts in Burma and the Peninsula, but had fallen briskly to rapidly in North-Western India, especially in the West Punjab, and briskly in South and Central Bengal, where it indicated the possible formation of a depression in South Bengal. Gradients were unusually steep in North-Western India. Winds had increased at the head of the Bay and on the Sind and Kathiawar Coasts. The break in the rains in North-Western India continued, and temperature in the Punjab had risen to 4° above the normal temperature of the day. The following falls of rain were reported: Mangalore 6·21 inches, Sambalpur 4·29 inches, Lucknow 3·56 inches, Roorkee 3·21 inches, Calicut 3·21 inches, Goa 3·60 inches, Mormugao 3 inches, Akyab 4·75 inches, Bhamo 3·44 inches, Cawnpore 2·41 inches, Karwar 2·55 inches, Bijapur ·65 inch, and Hyderabad (Deccan) ·30 inch.

Saturday.—Pressure had given way briskly to rapidly in Bengal and Assam, and a depression had formed in South-West Bengal, central near Calcutta, where pressure was '15" in defect. Winds were cyclonic in direction in Bengal, Bihar, and Chota Nagpur, and had increased in force on the Sind, Cutch, and Kathiawar Coasts and at the West Coast and Deccan stations. Moderately heavy rain had fallen in the Upper India hill districts, but none over nearly the whole of the Punjab plains, Rajputana, Central India, and North Bombay. Dehra Dun received 3·08 inches, Hazaribagh 3·82 inches, Ranchi 2·96 inches, Simla 2·8 inches, Darbhanga 2·82 inches, and Bareilly 2·1 inches.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India :

PROVINCE.	August 1894.							Mean variation of week.
	5th.	6th.	7th.	8th.	9th.	10th.	11th.	
Burma	0	0	0	0	0	0	0	0
Bengal and Assam	—0·8	+0·2	—0·2	+0·3	—0·3	+0·1	+0·5	0
North-Western Provinces and Oudh	—1·0	—1·2	—0·3	+0·5	+1·2	+0·1	—0·4	—0·2
Punjab	—2·0	—2·8	—2·5	—0·5	+1·4	—0·7	—4·3	—1·6
Bombay	+0·7	+1·0	—0·2	+0·2	+2·4	+3·9	+1·6	+0·9
Central Provinces and Berar	+0·8	+0·6	+0·1	+0·2	+0·5	+0·5	+0·2	+0·4
Central India and Gujarat	+1·1	+0·1	+0·6	+0·8	+2·8	+1·1	—0·8	+0·8
Sind and Rajputana	—1·0	—0·7	+0·2	+0·8	+1·4	+1·5	+0·1	+0·3
Madras	+0·3	+0·1	+0·6	+0·5	+0·4	+1·8	—0·9	+0·4
	+1·3	+1·2	—0·4	—1·1	+0·1	+1·5	+1·8	+0·6
Mean for whole of India	—0·1	—0·2	—0·2	+0·2	+1·1	+1·1	—0·3	+0·2

Temperature was practically normal during the week in Burma, Bengal, Assam, Bombay, Central India, Gujarat, Sind, Rajputana, and Madras. The

daily mean temperature varied most largely from the normal in the North-Western Provinces, Punjab, and to a smaller extent in the Central Provinces and Berar. The break in the rains caused a rise of temperature in the Punjab, where on the 10th it was 4° in excess of the normal for the day. On the 11th temperature had fallen rapidly in the North-Western Provinces in consequence of moderately heavy general rain over that area, and a wave of cool air advancing over the Punjab caused a corresponding fall of temperature in that province, the decrease being least at stations in the extreme north-west. Temperature in the North-Western Provinces was in defect on most days of the week, the deficiency amounting to 4.3° on the 11th. For the whole week temperature was 1.6° below the normal in the North-Western Provinces, and nearly 1° above it in the Punjab, Central Provinces, and Berar. In Burma it was exactly normal, and in the remaining provinces it approximated very closely to the normal, the largest variation being that of only half a degree in Madras.

The 9th and the 10th were the hottest days of the week, when the mean temperature of the previous twenty-four hours for the whole of India amounted to 1.1° in excess of the normal. Temperature was most in excess on these days in the Punjab and Central Provinces. On all other days the mean temperature of the whole of India was normal. For the whole week it was also normal, being only 0.2° in excess.

Rainfall.—The break in the rains continued in North-Western India, little or no rain having fallen during the week in the Punjab plains, Rajputana, and North Bombay, and thus the excess rainfall in these provinces has been reduced. Rainfall in excess of the normal average for the week has been received in the areas of deficient rainfall in North Bengal, Bihar, the Hyderabad Deccan, and Central Madras, and the monsoon rainfall in these districts hence is now nearer the normal amount than it was a week ago. The North-Western Provinces (with the exception of the western districts) and the hill districts of the Punjab have had general rain in excess of the average for the week, and the excess in these districts for the whole monsoon period has hence increased. South Madras has received very little rain, and the deficiency in the monsoon rainfall has there increased to 53 per cent.

If variations from the normal of less than 20 per cent. be considered normal, the only area where rainfall was deficient on the 11th August was in the south, and consisted of the following divisions: Mysore, Coorg, South and South-Central Madras, the southern and central districts of the Madras East Coast, and Hyderabad (South). In all other districts the rainfall for the monsoon period was either normal or in excess. The percentage of excess was greatest in Kathiawar and Sind.

Heavy rain fell during the week in North and South Kanara and the Punjab hill districts. The largest amounts received were 28.52 inches at Karkal (South Kanara), 22.31 inches at Kangra (Punjab), and 21.65 inches at Bhatkal (North Kanara).

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING AUGUST 11TH, 1894.			RAINFALL DATA FROM JUNE 3RD TO AUGUST 11TH, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, June 3rd to August 11th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	11'34	9'78	+ 1'56	145'82	100'21	+ 46
	Lower Burma	4'65	5'23	- 0'58	56'81	48'99	+ 16
	Central Burma	4'62	4'53	+ 0'09	39'67	39'90	- 1
	Upper Burma	1'21	?	?	17'86	?	?
	Arakan	10'61	9'04	+ 1'57	107'56	112'49	- 4
BENGAL AND ASSAM	Eastern Bengal	4'60	4'76	- 0'16	46'77	45'46	+ 3
	Assam (Surma)	7'96	8'58	- 0'62	66'17	78'57	- 16
	Do. (Brahmaputra)	3'84	3'59	+ 0'25	28'98	35'20	- 18
	Deltaic Bengal	2'06	3'07	- 1'01	27'11	27'03	0
	Central Bengal	2'26	2'81	- 0'55	26'46	26'50	0
	North Bengal	5'87	5'34	+ 0'53	42'42	52'54	- 19
	Orissa	2'55	2'70	- 0'15	31'20	25'43	+ 23
	Chota Nagpur	4'28	3'42	+ 0'86	32'54	26'91	+ 21
	Bihar (South)	3'25	2'80	+ 0'45	26'55	22'16	+ 20
	Do. (North)	4'45	3'15	+ 1'30	24'61	25'13	- 2
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East)	3'26	2'52	+ 0'74	27'01	20'19	+ 34
	Do. (Submontane) (a)	5'80	2'81	+ 2'99	28'04	21'99	+ 28
	Oudh (South)	6'08	2'79	+ 3'29	28'62	19'24	+ 49
	Do. (North)	7'31	3'01	+ 4'30	30'43	20'90	+ 46
	North-Western Provinces (Central)	4'58	2'29	+ 2'29	23'92	18'19	+ 32
	North-Western Provinces (West)	1'77	1'88	- 0'11	12'61	15'05	- 16
	North-Western Provinces (Submontane) (b)	6'92	3'33	+ 3'59	32'56	24'26	+ 34
PUNJAB	Punjab (South)	0'05	0'95	- 0'90	10'25	7'15	+ 43
	Do. (Central)	0'88	1'40	- 0'52	11'80	11'38	+ 4
	Do. (Submontane)	1'37	2'08	- 0'71	25'36	14'92	+ 70
	Do. (Hill Districts)	12'76	5'39	+ 7'37	68'48	40'39	+ 70
	Do. (North-West)	1'48	1'66	- 0'18	15'20	9'36	+ 62
	Do. (West)	0'12	0'47	- 0'35	4'83	3'70	+ 31
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	9'22	4'73	+ 4'49	63'86	71'63	- 11
	Madras (South Central)	1'19	1'20	- 0'01	6'85	12'68	- 46
	Coorg	7'71	5'88	+ 1'83	54'55	76'03	- 29
	Mysore	1'32	1'36	- 0'04	8'76	14'07	- 38
	Konkan	4'04	5'92	- 1'28	82'05	79'32	+ 3
	Bombay Deccan	1'44	1'04	+ 0'40	20'66	14'24	+ 45
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	0'28	0'66	- 0'38	12'75	10'68	+ 19
CENTRAL PROVINCES AND BERAR.	Berar	1'20	1'42	- 0'22	21'65	19'11	+ 12
	Central Provinces (West)	1'10	1'87	- 0'77	24'38	22'80	+ 7
	Ditto (Central)	3'00	3'20	- 0'20	31'81	31'74	0
	Ditto (East)	4'36	3'54	+ 0'82	38'90	29'63	+ 31
BOMBAY (NORTH)	Gujarat	0'27	2'12	- 1'85	38'13	28'25	+ 35
	Kathiawar	0'03	0'98	- 0'95	31'08	13'29	+ 134
	Sind	0	0'29	- 0'29	8'47	3'38	+ 151
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	0'52	2'24	- 1'72	23'03	23'01	0
	Rajputana (East), India (West)	0'46	1'69	- 1'23	15'60	16'04	- 3
	Rajputana (West)	0	0'74	- 0'74	9'62	8'03	+ 20
MADRAS	East Coast (North)	1'21	1'37	- 0'16	13'69	12'89	+ 6
	Ditto (ditto) (a)	3'14	4'27	- 1'13	29'61	31'36	- 6
	Hyderabad (South)	1'80	1'36	+ 0'44	7'64	11'02	- 31
	Madras (Central)	1'82	1'19	+ 0'63	7'57	7'43	+ 2
	East Coast (Central)	1'13	0'91	+ 0'22	5'91	7'80	- 24
	Ditto (South)	0'86	1'18	- 0'32	4'40	6'92	- 35
	Madras (South)	0'07	0'36	- 0'29	1'28	2'70	- 53

W. A. BION,

SIMLA, 16th August 1894.

Actg. Asst. Meteorological Reporter to the
Government of India.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

B

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 11th August.*—Rainfall general, except in the Southern districts, and heavy on the West Coast. More rain is wanted for the standing crops and for agricultural operations, especially in Madura, Tinnevely, and parts of the Central districts. Pasture is springing up, though still generally scarce. Fodder is generally sufficient. Condition of cattle good. Prices high, but rather easier in the Deccan, and rising in the Southern districts.

Bombay.—*For week ending 15th August.*—Rain general, except in Sind; more is required in parts of Khandesh, Nasik, Thana, Poona, Sholapur, Bijapur, Dharwar, and urgently in parts of Ahmednagar. Standing crops have been damaged by floods and breaches in Karachi, by floods in Hyderabad, by crickets in the Upper Sind frontier, by insects in Satara, and by want of rain in Nasik, Ahmednagar, and Sholapur. Sowing is progressing in parts of eleven districts and transplantation in parts of five. Preparations for late crops have commenced in parts of Ahmednagar and Sholapur. Fodder supply is insufficient in parts of Nasik and Sholapur. Prices steady, except in parts of Ahmednagar, Sholapur, and Bijapur.

Bengal.—*For week ending 11th August.*—There was good general rain during the week, but the falls in South-West Bengal and Orissa were rather smaller than usual. Transplanting of winter rice is generally going on, but still more rain is required in places in the Presidency and Rajshahi divisions. Prospects of all autumn crops are favourable, except that Indian-corn has suffered from excessive rain in parts of Chota Nagpur, Shahabad, and Monghyr. Early rice and jute are being harvested. Indigo manufacture is still proceeding. Sugarcane is a promising crop. The recent floods have caused considerable damage to the crops in Cuttack, but the damage in Balasore is said to be very little and is expected to be made good. The damage in the Contai sub-division of Midnapur will be compensated by the deposit of silt. Cattle are generally in good condition, except in a few places. Prices continue generally normal.

North-Western Provinces and Oudh.—*For week ending 15th August.*—Heavy rain is reported from all but four districts. Injury has been caused to crops, especially in lowlying lands by excessive rain, and agricultural operations are somewhat retarded; a break would be beneficial. In Agra, however, more rain is urgently needed. Prospects continue favourable, and supplies are ample. With few exceptions, prices are normal.

Punjab.—*For week ending 15th August.*—Rain has fallen in all but four districts. Sowings of autumn crops are nearly finished. Ploughings for spring crops in progress. Rain is badly wanted in most districts. Condition and prospects of standing crops are reported good to average, but the crops are drying for want of rain in some districts. Crops damaged in parts of Lahore and Multan by heavy floods and in parts of Ferozepore and Lahore by rats. Cattle are generally reported to be in good condition, and fodder is sufficient throughout the province. Prices rising in Rawal Pindi, falling in Shahpur, and continue low elsewhere.

Central Provinces.—*For week ending 15th August.*—The rainfall continues to be heavy in the rice districts and light elsewhere. Sambalpur heads the list with 8 inches, and Chanda comes next with 5 inches. Sambalpur is in excess by 13 inches now. Owing to the light character of last week's rain, the excess in Saugor is now under 12 inches and in Damoh under 4 inches; the deficiency in Seoni continues, and now amounts to 10 inches, and this is causing rice transplanting to suffer. In the distressed districts of Saugor and Damoh the break has been beneficial and crops in the light soils are promising, but not quite so good on the heavy soils. *Jowar (Sorghum vulgare)* in a part of Damoh has been attacked to some extent by disease, but late autumn sowings in both districts are progressing, and land is being prepared for winter crops. All other districts, except Seoni, also report agricultural operations in full swing and

prospects favourable, and in Seoni a good fall will set matters right. Brisker agricultural operations have considerably diminished the numbers on relief works in Saugor and Damoh, and these number 8,400 and 3,164 respectively. Private gratuitous relief continues in Saugor city. Imports of grain into Saugor are 27,200 maunds, or 6,000 maunds more than last week, and in Damoh 3,600 maunds, or more than double the imports of last week. The prices of wheat and gram have fallen to 15 and 20 seers per rupee respectively in Saugor, but outlying tahsils have not yet felt the effect of imports. Wheat is selling at 11 seers and gram at 14½ seers in Damoh. Prices of wheat in Narsinghpur and Hoshangabad are 13½ and 14½ seers respectively. In Chanda prices continue high.

Burma.—*For week ending 11th August.*—Rain has fallen heavily in Lower Burma and in the north-east of Upper Burma, but little rain elsewhere. Ploughing for main paddy crop completed in two districts. Sowing and transplanting progressing, but agricultural operations impeded in some districts by cattle-disease. Crop prospects in Upper Burma are good, except in Shwebo and Yeu. Fodder and water sufficient. The price of paddy is generally below normal in Upper and Lower Burma.

Assam.—*For week ending 14th August.*—Weather dry. Harvesting of early and transplanting of late rice continue. Tea doing well. Condition of cattle fair. Fodder sufficient, except in parts of Sylhet. Water abundant.

Mysore and Coorg.—*For week ending 15th August.*—**MYSORE:** Good rain in parts of five districts. Prospects and standing crops good, except in Mysore. *Ragi* (*Eleusine coracana*) sown in parts of Bangalore, Kolar, Tumkur, Shimoga, and Chitaldrug. Prices slightly risen in Shimoga and fallen in Bangalore and Kolar.

COORG: Rainfall good. Transplanting of rice in progress. Prospects of coffee, cardamum, and *ragi* (*Eleusine coracana*) good. Fodder and water-supply for cattle sufficient. Prices continue normal.

Berar and Hyderabad.—*For week ending 15th August.*—**BERAR:** Weather cloudy and warm with moderate rainfall. Standing crops generally satisfactory, except in parts of Basim, where more rain is much needed. Ploughing of fields continues. Sowing operations in progress in one district only. Fodder is reported insufficient in the Mehkar taluka. Water-supply adequate. Prices fluctuating in parts of the Akola and Wun districts; otherwise steady.

HYDERABAD: Rainfall good. The recent rain has improved standing crops. Fodder is becoming scarce. Prices continue normal.

Central India.—*For week ending 15th August.*—Rain fell during the week in all parts of Central India, except in the Goona Agency and Neemuch district. More rain is needed in Gwalior and West Malwa for the standing crops and grass. Agricultural operations in progress everywhere. Crops in fairly good condition in all parts of Central India. Cattle are in indifferent condition in four districts of Gwalior. Pasturage is sufficient. Prices of food-grains above normal in Bundelkhand, Goona, and one district of Gwalior; normal elsewhere. Relief works in distressed districts of Gwalior closed and only ordinary public works in progress. No information received as to number of persons employed on such works or on relief works in Bhopal.

Rajputana.—*For week ending 15th August.*—Rainfall over 1 inch in Dholpur and 2 inches in Bhartpur; light rain elsewhere. Agricultural operations and standing crops generally satisfactory, but more rain is needed in most States. Cattle generally in good condition. Pasturage reported to be failing in Dholpur and Bhartpur and backward in Ulwar. Prices falling in four States, rising in four, fluctuating in one, and steady elsewhere. No distress apprehended.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 14th August.*—Weather fine. Maize and Indian-corn crops in good condition. Ploughing for spring crops in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 15th August.*—Slight rain. Weather gloomy. Crops in fair condition. Fodder sufficient. Prices continue normal.

Nepal.—*For week ending 11th August.*—The Indian-corn crop is being gathered, but it is below the average owing to the scanty rainfall. More rain is still needed for the rice crop.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA

PUBLIC WORKS DEPARTMENT.

Railway Statistics.

EXTRACT FROM A REPORT BY THE SENIOR GOVERNMENT INSPECTOR, CALCUTTA CIRCLE, ON AN ACCIDENT THAT OCCURRED TO NO. 5 UP PASSENGER TRAIN NEAR MADHUPUR STATION ON THE EAST INDIAN RAILWAY ON THE EARLY MORNING OF THE 1ST JULY 1894.

1. The accident occurred on the double line, the absolute block system being in operation.

2. The train was started by the Station Master on duty at Madhupur Station; the Guard was in the booking office at the time, and missed the train; the Driver of the train, failing to receive the all-right signal from the Guard, stopped his train about a mile outside the distant signal, and, after ascertaining the absence of the Guard, ran his train back towards the station. In the meantime, the Station Master, on learning that the Guard had been left behind, despatched a pilot engine to see where the passenger train was, and, on hearing on its return that the passenger train had come to a stand about 2 miles outside the distant signal, he sent the engine out in charge of an European Driver, to whom he gave written permission to proceed on to the blocked section with the Guard. The Driver of this engine saw the passenger train returning and stopped his engine, but was unable to put back as the engine had stopped on a dead centre. A collision occurred, resulting in a detention to traffic of 1 hour and 37 minutes.

3. It is stated that no passengers were hurt.

4. There being no conflicting evidence recorded at the joint enquiry, the proceedings of the joint enquiry have not been embodied in this report.

Conclusion.

5. The accident is an interesting one, as it was due to a disregard of the general rules by nearly every one concerned, and as the defence put forward is that the general rules were not applicable.

6. The Station Master on duty, Mr. Gordon, must be held to be primarily responsible for the accident, as he despatched the pilot engine on to the blocked section in contravention of General Rule No. 366 (Rules sanctioned under Public Works Department Resolution No. 17, dated 21st August 1880). He is also to blame for giving the starting signal to the Driver, as rule 126 lays down that this signal must be given by the Guard.

7. The Engine Driver of the train, W. Sheehan, acted improperly in pushing back his train without protecting it as laid down in rule 239. He was also wrong in leaving the station without receiving the starting signal from the Guard; but it is possible that in the darkness of the night he was unable to see by whom the signal was being given.

8. The Driver of the pilot engine, W. J. A. Faville, although acting under the instructions of the Station Master, broke rule 366 in proceeding on to the blocked section.

9. The Committee, who held the joint enquiry, consider that the omission by the Station Master to see the Guard before starting the train is to some extent excusable on the grounds that he was very busy at the time, having to deal with 6 Down, 5 Up, and 2 Down trains successively at about the same time from different platforms. I do not consider that this presents any excuse for breach of rules; if this argument were admitted, the safety of the travelling public might very easily and often be endangered.

11. Some excuse may be accepted for the action of the Driver of the pilot engine who broke rule 366, as he was acting under the orders of the Station Master.

(Sd.) W. HANBURY WHITE, Major, R.E.,
Senior Government Inspector.

The 12th July 1894.

(True Extract.)

L. G. PRICKETT,

Offg. Under-Secy. to the Govt. of India,
Public Works Department.

SIMLA;

The 13th August 1894.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 5TH AUGUST 1893, AND FROM 1ST JULY TO 4TH AUGUST 1894.

N.B.—As regards the figures in column *Total Earnings from 1st July 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd half of 1893.	WEEK ENDING 5TH AUGUST 1893.				WEEK ENDING 4TH AUGUST 1894.				Earnings from 1st July to 5th August 1893.	Earnings from 1st July to 4th August 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile per open per week.		Total.	Per mile per open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	552	1,634	8,17,079	500	1,683	8,33,965	496	40,85,003	41,07,541	2,21,538	...	...
Bengal-Nagpur	107	863	82,408	96	862	87,204	78	4,16,263	3,20,433	...	95,830	...	
Indian Midland (a)	112	752	63,236	84	752	93,600	124	3,33,870	4,32,972	99,102	...	...
Bezwada extension	100	21	1,882	90	21	2,297	109	9,851	10,331	480	...	...
Metre gauge—													
Rajputana-Malwa (b)	216	1,699	2,85,205	168	1,719	2,67,610	156	14,79,657	16,68,110	1,88,443	...	...
Palanpur-Deesa	49	...	...	...	17	710	42	...	3,150	3,150	...	...
South Indian	142	1,043	1,52,804	147	1,042	1,52,524	146	7,93,521	7,95,028	...	4,493	...	
Mayavaram-Mutpet	...	...	...	...	54	3,442	64	...	20,490	20,490	...	...
Southern Mahratta (c)	90	1,156	1,01,491	88	1,164	1,23,203	106	5,50,832	6,04,973	54,141	...	...
Bengal and North-Western (d)	108	756	67,165	89	750	80,280	106	3,89,984	4,90,740	1,00,756	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	59	199	8,611	43	200	9,022	50	51,564	54,109	2,545	...	...
TOTAL	221	8,123	15,79,941	195	8,270	16,34,877	198	81,17,445	87,07,867	5,90,422	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state), (e)	222	2,509	4,17,824	167	2,507	3,57,235	142	25,10,701	27,48,063	2,37,272	...	...
Oudh and Rohilkhand (state)	206	692	1,25,702	182	797	1,83,548	230	9,48,669	9,18,945	2,70,276	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	345	777	2,22,287	286	813	2,41,020	206	8,98,363	10,48,020	1,49,657	...	...
Bengal Central (f)	121	125	14,539	116	125	14,420	115	68,015	70,510	2,495	...	...
East Coast (state)	71	266	(g) 3,799	14	321	20,355	63	21,505	1,00,579	85,074	...	...
Metre gauge—													
Burma (state)	133	730	91,806	126	730	86,288	118	4,95,777	5,71,581	75,804	...	...
Special gauges—													
Jorhat (state provincial)	57	25	1,375	55	25	1,018	77	8,679	9,014	335	...	...
Cherra-Companyganj (state provincial)	52	8	384	48	8	319	40	1,848	2,018	170	...	...
TOTAL	216	5,132	8,77,736	171	5,326	9,05,103	170	46,53,647	54,74,730	8,21,083	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h)	392	1,490	4,27,522	287	1,490	3,46,108	232	23,00,433	20,41,539	...	3,57,994	...	
Bombay, Baroda and Central India	495	461	2,04,213	443	461	1,13,000	245	9,04,135	8,19,000	...	85,135	...	
Madras	239	840	2,04,654	244	840	2,20,793	203	10,15,844	9,83,974	...	31,870	...	
TOTAL	363	2,791	8,36,389	300	2,791	6,79,901	244	43,10,412	38,44,513	...	4,74,999	...	
TOTAL (GUARANTEED AND STATE)	244	16,046	32,94,066	205	16,387	32,19,881	196	1,70,04,504	1,80,27,100	9,36,596	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	145	161	24,716	154	161	17,876	111	1,07,199	1,00,384	2,185	...	...
Tarkessur	213	22	4,317	196	22	3,883	176	22,847	24,013	1,166	...	...
Metre gauge—													
Rohilkund and Kumaon (Company's section)	123	67	0,579	98	67	5,862	87	38,730	36,093	...	2,637	...	
Bengal Doonars	97	27	1,339	49	36	3,900	111	8,662	21,490	12,828	...	...
Dibru-Sadiya	127	78	14,035	180	78	9,687	124	48,808	54,056	5,248	...	...
Special gauge—													
Darjeeling-Himalayan	241	51	8,110	15	51	11,139	218	54,018	57,266	3,248	...	...
TOTAL	150	406	59,087	146	415	52,437	126	2,90,264	3,02,302	22,038	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	145	333	41,244	124	333	54,206	163	2,28,917	2,79,001	50,084	...	...
The Gaekwar's Pettad	82	13	960	74	13	680	52	4,709	3,440	...	1,269	...	
Rajputana-Bhatinda	119	108	11,809	109	108	14,285	132	71,593	78,922	7,329	...	...
Kolar-Goldfields	...	...	...	...	10	2,648	205	...	13,683	13,683	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (i)	96	331	28,379	86	362	34,511	95	1,58,462	1,56,102	...	2,360	...	
The Gaekwar's Melisana	59	93	4,116	41	93	3,730	41	19,384	19,710	326	...	...
Kolhapur	73	29	1,854	64	29	1,740	60	10,465	8,568	...	1,897	...	
Special gauges—													
The Gaekwar's Dabhoi	33	72	2,881	40	72	1,550	21	17,469	8,490	...	8,979	...	
Cooch Behar	17	...	...	...	22	460	21	...	3,830	3,830	...	...
TOTAL	108	970	91,243	93	1,042	1,13,910	109	5,11,004	5,71,686	60,682	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar	90	334	27,253	82	334	20,445	61	1,27,301	88,002	...	39,299	...	
Jetalsar-Rajkot	61	40	2,642	57	46	2,334	51	11,882	10,410	...	1,472	...	
Jodhpur-Bikaner	46	364	16,399	51	364	16,200	45	72,947	77,600	4,653	...	...
Special gauge—													
Morvi	62	94	6,419	68	94	5,038	54	26,428	19,640	...	6,788	...	
TOTAL	66	818	54,713	65	838	44,017	53	2,39,558	1,06,052	...	42,506	...	
GRAND TOTAL	226	18,269	34,99,109	192	18,682	34,30,245	184	1,81,20,236	1,90,97,140	9,76,910	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the earnings of the Bezwada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamgaon, and Amraoti railways.

(i) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

L. G. PRICKETT,
Offg. Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XVIII of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 5TH AUGUST 1893.				WEEK ENDING 4TH AUGUST 1894.				Earnings from 1st April to 5th August 1893.	Earnings from 1st April to 4th August 1894.	Increase.	Decrease.
		Mean mile-age worked.	Earnings.		Mean mile-age worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	602	1,634	8,17,079	500	1,683	8,33,065	496	1,72,56,140	1,80,35,762	7,79,622	...	...	...
Bengal-Nagpur	149	863	82,468	96	862	67,294	78	23,60,754	21,89,495	...	...	1,71,259	...
Indian Midland (c)	132	752	63,236	84	752	93,000	124	17,39,712	20,43,146	3,03,434	...	...	...
Barwada Extension	95	21	1,882	90	21	2,297	109	34,480	44,745	10,265	...	...	...
Metre gauge—													
Rajputana-Malwa (b)	261	1,699	2,85,205	168	1,719	2,67,640	156	81,08,517	90,74,970	9,66,453	...	...	...
Palampur-Dogra	41	...	...	...	17	710	42	...	13,792	13,792	...	...	...
South Indian	144	1,043	1,52,804	147	1,042	1,52,524	146	30,36,041	28,87,021	...	...	1,49,020	...
Miyavaram-Mutpet	...	...	...	...	54	3,442	64	...	(c) 68,410	68,410	...	...	...
Southern Mahratta (d)	100	1,156	1,01,491	88	1,164	1,23,203	106	23,10,920	25,15,864	2,04,944	...	...	...
Bengal and North-Western (e)	152	756	67,165	89	756	80,280	106	20,13,440	22,24,431	2,10,991	...	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	199	8,611	43	200	9,922	50	2,63,528	3,05,980	42,452	...	...	...
TOTAL	250	8,123	15,79,941	195	8,270	16,34,877	198	3,71,23,532	3,94,03,616	22,80,084	...	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state) (f)	232	2,509	4,17,824	167	2,507	3,57,235	142	1,00,14,966	1,10,93,126	10,78,160	...	...	...
Odish and Rohilkhand (state)	242	692	1,25,702	182	797	1,83,548	230	31,80,383	38,88,025	7,07,642	...	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	300	777	2,22,287	286	813	2,41,020	296	33,39,077	37,51,076	4,11,999	...	...	...
Bengal Central (g)	120	125	14,559	116	125	14,420	115	2,55,888	2,78,839	22,951	...	...	...
East Coast (state)	66	265	(h) 3,799	14	321	20,355	63	(h) 88,841	4,85,925	3,97,044	...	...	...
Metre gauge—													
Burma (state)	171	730	91,806	126	730	86,288	118	22,02,740	21,25,947	...	...	76,793	...
Special gauges—													
Jorhat (state provincial)	49	25	1,375	55	25	1,918	77	27,016	25,645	...	...	1,368	...
Cherra-Companyganj (state provincial)	54	8	334	48	8	319	40	7,468	8,535	1,067	...	...	...
TOTAL	225	5,132	8,77,736	171	5,326	9,05,103	170	1,71,23,319	2,16,57,141	25,33,822	...	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (i)	510	1,499	4,27,522	287	1,490	3,46,108	232	1,44,54,878	1,28,28,405	...	...	16,26,473	...
Bombay, Baroda and Central India	638	461	2,04,213	443	461	1,13,000	245	60,07,655	61,63,115	1,55,460	...	...	...
Madras	238	840	2,04,654	244	840	2,20,793	203	30,54,305	30,14,769	...	...	10,506	...
TOTAL	449	2,791	6,36,389	300	2,791	6,70,901	244	2,41,16,818	2,26,26,310	...	...	14,90,519	...
TOTAL (GUARANTEED AND STATE)													
	277	16,046	32,94,066	205	16,387	32,19,881	196	8,03,63,689	8,36,87,076	33,23,387	...	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	150	161	24,716	154	161	17,806	111	4,14,698	4,98,843	84,151	...	...	...
Tarkessur	253	22	4,317	196	22	3,883	176	1,04,813	1,16,880	12,067	...	...	...
Metre gauge—													
Rohilkund and Kumaon (Company's section)	136	67	6,579	98	67	5,862	87	1,76,094	1,64,621	...	...	11,473	...
Bengal Doars	69	27	1,330	40	36	3,900	111	28,393	52,062	23,669	...	...	...
Dihau-Sadiya	130	78	14,035	180	78	9,087	124	1,80,649	1,99,129	18,480	...	...	...
Special gauge—													
Darjeeling-Himalayan	238	51	8,110	159	51	11,139	218	2,34,280	2,30,194	...	...	4,086	...
TOTAL	154	406	59,087	146	415	52,437	126	11,38,927	12,61,735	1,22,808	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	158	333	41,244	124	333	54,206	163	9,73,726	11,40,822	1,76,096	...	...	...
The Gaekwar's Petlad	92	13	960	74	13	680	52	22,344	25,701	3,417	...	...	...
Rajpura-Bhatinda	129	108	11,809	109	108	14,285	132	2,61,492	3,07,654	46,162	...	...	...
Kolar-Goldfields	...	...	...	...	10	2,648	205	...	(j) 26,138	26,138	...	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (k)	95	331	28,379	86	362	34,511	95	6,13,599	5,89,099	...	...	24,500	...
The Gaekwar's Mohana	75	93	4,116	44	93	3,830	41	1,18,699	1,34,228	15,529	...	...	...
Kolhapur	77	29	1,854	64	29	1,740	60	41,606	47,373	5,767	...	...	...
Special gauges—													
The Gaekwar's Dabhoi	67	72	2,881	40	72	1,550	21	98,266	87,098	...	...	11,168	...
Cooch Behar	20	...	...	...	22	460	21	...	14,913	14,913	...	...	...
TOTAL	114	979	91,243	93	1,042	1,13,910	109	21,29,732	23,82,086	2,52,354	...	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhuvanagar-Gondal-Junagarh-Porbandar	118	334	27,253	82	334	20,445	61	8,33,982	6,69,683	...	...	1,64,299	...
Jetalsar-Rajkot	60	46	2,642	57	46	2,334	51	(l) 41,167	54,397	13,230	...	...	...
Jodhpur-Bikaner	54	364	18,399	51	364	16,200	45	2,99,503	4,35,446	1,35,943	...	...	...
Special gauge—													
Morvi	67	94	6,419	68	94	5,038	54	1,16,867	1,17,133	266	...	...	...
TOTAL	81	838	54,713	65	838	44,017	53	12,91,510	12,76,639	...	...	15,480	...
GRAND TOTAL													
	257	18,260	34,99,109	192	18,682	34,30,245	184	8,49,23,867	8,86,06,936	36,83,069	...	...	...

(a) Includes the Bhopal Itarsi railway.

(b) Includes the Godhra-Kutlam railway.

(c) Total earnings from 2nd April to 4th August 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the earnings of the Bezwada-Godavari section.

(i) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amraoti railways.

(j) Total earnings from 1st June to 4th August 1894.

(k) Includes the Mysore-Nanjangud and the Yessvantpur-Mysore frontier sections.

(l) Total earnings from 12th April to 5th August 1893.

L. G. PRICKETT,

Offg. Under Secretary.

SIMLA, the 16th August, 1894.

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No. 34.} CALCUTTA, SATURDAY, AUGUST 25, 1894.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF JULY 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLAM (<i>Sorghum vulgare</i>).		BAJRA OR CUMBU (<i>Pennisetum typhoides</i>).		MARUA OR MAGI (<i>Rizom-sine cere-cane</i>).		KANGNI OR KARUN, ITALIAN MILLET (<i>Setaria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer arietinum</i>).		MAIZE (<i>Zea Mays</i>).		ARHAR, OR THUR, CADIAN PEA (<i>Caajanus indicus</i>).		FIREWOOD.		SALT.		
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	
Bombay—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	
Fraserism—																											
Mergul	12 9	12 9	13 7	13 7	256 2	256 2	12 0	12 0
Tavoy	8 0	9 2	...	...	12 6	12 6	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14	17 14
Moulmein and Amherst . . . . .	...	...	...	...	12 2	11 3	18 4	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	220 0	220 0	16 0	18 0
Pegu (delleic)—																											
Pegu . . . . .	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	133 0	133 0	15 0	15 0
Thongwa . . . . .	...	...	...	...	9 4	9 2	11 6	11 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Basson . . . . .	...	...	...	...	12 7	12 7	14 4	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																											
Shwegyin . . . . .	...	...	...	...	9 13	11 9	10 6	12 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	200 0	14 2	14 2
Tharawaddy . . . . .	...	...	...	...	12 5	12 5	14 13	14 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	450 0	450 0	14 3	14 3
Henzada . . . . .	...	...	...	...	12 7	12 7	12 7	12 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	188 8	188 8	16 2	16 2
Prome	10 6	10 6	...	...	8 14	10 12	13 4	13 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	103 3	103 3	14 3	14 3
Toungoo . . . . .	...	...	...	...	13 3	13 8	14 14	14 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	11 3	11 3	...	...	11 10	12 12	13 2	14 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	245 0	245 0	11 9	11 9
Upper Burma—																											
Mandalay	12 10	13 3	...	...	13 3	14 2	14 2	14 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	83 0	83 0	15 2	14 6
Phano . . . . .	...	...	...	...	8 3	8 3	9 11	9 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	200 0	9 10	9 10
Patokku . . . . .	...	...	...	...	9 2	10 10	10 10	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	113 0	113 0	11 15	14 3
Melutla . . . . .	...	...	...	...	8 15	15 0	10 12	16 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	301 13	301 13	10 12	10 12
Arakan—																											
Sandoway . . . . .	...	...	...	...	14 6	14 6	16 9	16 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	18 10	18 10
Kyaukpia . . . . .	...	...	...	...	16 10	16 10	17 9	17 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	340 0	340 0	21 0	21 0
Akyab . . . . .	...	...	...	...	11 8	12 0	14 0	14 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	170 0	170 0	13 0	13 0
Siam—																											
Sylhet	7 7	7 7	10 10	10 0
Cachar	7 4	7 8	...	...	6 6	6 8	9 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	9 6	9 6
Khasi and Jaintia Hills	6 2	6 11	...	...	4 3	4 3	5 9	5 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	6 10	7 8
Gau Hills	6 0	6 0	9 0	9 0
Prinapal—																											
Golipala	16 0	16 0	...	...	6 8	6 8	13 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	200 0	10 8	10 8
Kanpur	9 0	9 0	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40 0	40 0	10 0	10 0
Darang	8 0	8 0	11 0	11 0
Nagong	9 0	9 0	8 0	8 0	11 0	11 0

Eastern Hill Tracts (a)									
Chittagong Hill Tracts (a)	...	...	...	...	...	...	...	...	...
Patil Hills (a)	...	...	...	...	...	...	...	...	...
Naga Hills	...	...	...	...	...	...	...	...	...
Eastern—									
Chittagong	...	...	...	...	...	...	...	...	...
Tippera	...	...	...	...	...	...	...	...	...
Dacca	...	...	...	...	...	...	...	...	...
Mymensingh	...	...	...	...	...	...	...	...	...
Delhi—									
Khulna	...	...	...	...	...	...	...	...	...
24-Parganas	...	...	...	...	...	...	...	...	...
Midnapore	...	...	...	...	...	...	...	...	...
Howrah	...	...	...	...	...	...	...	...	...
Calcutta	...	...	...	...	...	...	...	...	...
Hoochly	...	...	...	...	...	...	...	...	...
Nadia (Kishnagar)	...	...	...	...	...	...	...	...	...
Jessore	...	...	...	...	...	...	...	...	...
Faridpur	...	...	...	...	...	...	...	...	...
Central—									
Bankura	...	...	...	...	...	...	...	...	...
Burdwan	...	...	...	...	...	...	...	...	...
Dakshin	...	...	...	...	...	...	...	...	...
Murshidabad	...	...	...	...	...	...	...	...	...
South Parganas	...	...	...	...	...	...	...	...	...
Pabna	...	...	...	...	...	...	...	...	...
Bogra	...	...	...	...	...	...	...	...	...
Rajshahi	...	...	...	...	...	...	...	...	...
Malda	...	...	...	...	...	...	...	...	...
Northern—									
Rangpur	...	...	...	...	...	...	...	...	...
Dinapur	...	...	...	...	...	...	...	...	...
Jaipur	...	...	...	...	...	...	...	...	...
Varanasi	...	...	...	...	...	...	...	...	...
Orissa—									
Puri	...	...	...	...	...	...	...	...	...
Cuttack	...	...	...	...	...	...	...	...	...
Balasoore	...	...	...	...	...	...	...	...	...
Chota-Nagpur—									
Singbhum	...	...	...	...	...	...	...	...	...
Manbhum	...	...	...	...	...	...	...	...	...
Lohardaga	...	...	...	...	...	...	...	...	...
Palamau	...	...	...	...	...	...	...	...	...
Hazaribagh	...	...	...	...	...	...	...	...	...

(a) Not stated.

† Not procurable.

* Kalai.

RETAIL PRICES FOR THE 1st HALF OF JULY 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 50 TOLAS.

Districts.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHULUM (<i>Sorghum vulgare</i>).		BAJRA OR CUMBU (<i>Pennisetum typhoides</i>).		MARUA OR RAGI (<i>Rizoma coromandelicum</i>).		KANORI OR KAKRI, ITALIAN MILLET (<i>Setaria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer arastinum</i>).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADIAN PEA (<i>Cajanus indicus</i>).		Pigeon.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Bengal—continued.																										
Pilgr, south—																										
Monghyr	14 2 to 15 12	15 12 to 16 13	8 8	9 7	13 1	12 8	13 1	7 5	...	...	...	...	...	...	12 8	14 0	17 0	17 13	...	10 8 to 19 15	16 13 to 17 14	147 0 to 168 0	147 0 to 168 0	10 0	10 0	10 0
Caua	13 12 to 15 12	15 12 to 16 13	9 8	9 8	14 0	13 8	16 4	...	...	...	...	...	...	...	12 0	10 4	18 8	19 0	...	...	16 0 to 17 14	168 0 to 180 0	10 0	10 0	10 0	10 0
Patea	17 0 and 18 0	17 0 and 18 0	10 0	10 0	14 12	14 12	21 0	...	...	...	...	...	...	...	16 0	15 0	22 0	21 0	19 0	19 8	13 0 to 14 0	130 0 to 140 0	11 0	11 0	11 0	11 0
Shahabad	14 0	14 0	8 0	8 0	14 0	14 0	...	...	...	...	...	...	...	...	...	...	17 0	18 0	...	...	16 0 to 17 0	120 0 to 130 0	10 8	10 8	10 8	10 8
Pilgr, north—																										
Purnea	18 0	18 0	11 0	11 0	14 0	14 0	...	...	...	...	...	...	...	...	...	...	16 0	18 0	...	...	14 0 to 15 0	320 0 to 330 0	10 0	10 0	10 0	10 0
Bhagalpur	16 6	16 6	10 1	10 1	13 14	13 14	...	...	...	...	...	...	...	...	...	...	17 0	18 0	...	...	17 0 to 18 0	338 0 to 348 0	10 0	10 0	10 0	10 0
Darbhanga	15 12	15 12	10 0	10 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	17 0	18 0	...	...	17 0 to 18 0	348 0 to 358 0	10 0	10 0	10 0	10 0
Muzaffarpur	14 0	14 0	9 8	9 8	12 12	12 12	...	...	...	...	...	...	...	...	...	...	19 0	20 0	...	...	18 0 to 19 0	358 0 to 368 0	11 0	11 0	11 0	11 0
Sevan	15 8	15 8	9 8	9 8	13 8	13 8	...	...	...	...	...	...	...	...	...	...	19 0	20 0	...	...	18 0 to 19 0	368 0 to 378 0	10 8	10 8	10 8	10 8
Champuan	15 8	15 8	8 8	8 8	14 0	14 0	...	...	...	...	...	...	...	...	...	...	19 0	20 0	...	...	18 0 to 19 0	378 0 to 388 0	10 8	10 8	10 8	10 8
N.W. Provinces—																										
Rashtree—																										
Muzaffarpur	14 0	14 0	7 0	7 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	18 0	19 0	...	...	16 0 to 17 0	388 0 to 398 0	9 0	9 0	9 0	9 0
Benares	16 8	16 8	8 15	8 15	10 11	10 11	...	...	...	...	...	...	...	...	...	...	18 0	19 0	...	...	17 0 to 18 0	398 0 to 408 0	9 4	9 4	9 4	9 4
Chasipur	14 0	14 0	7 0	7 0	11 0	11 0	...	...	...	...	...	...	...	...	...	...	18 0	19 0	...	...	16 0 to 17 0	408 0 to 418 0	9 12	9 12	9 12	9 12
Jampur	14 0	14 0	9 0	9 0	11 0	11 0	...	...	...	...	...	...	...	...	...	...	18 0	19 0	...	...	17 0 to 18 0	418 0 to 428 0	9 8	9 8	9 8	9 8
Alhabad	14 0	14 0	9 0	9 0	11 0	11 0	...	...	...	...	...	...	...	...	...	...	18 0	19 0	...	...	17 0 to 18 0	428 0 to 438 0	9 8	9 8	9 8	9 8
Central—																										
Banda	14 8	14 8	8 0	8 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	23 0	24 0	...	...	20 0 to 21 0	438 0 to 448 0	9 12	9 12	9 12	9 12
Patepur	14 8	14 8	11 12	11 12	13 8	13 8	...	...	...	...	...	...	...	...	...	...	23 0	24 0	...	...	21 0 to 22 0	448 0 to 458 0	10 0	10 0	10 0	10 0
Hamirpur	15 0	15 0	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	...	...	23 0	24 0	...	...	21 0 to 22 0	458 0 to 468 0	10 0	10 0	10 0	10 0
Jalaun	15 0	15 0	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	...	...	23 0	24 0	...	...	21 0 to 22 0	468 0 to 478 0	10 4	10 4	10 4	10 4
Cannore	17 12	17 12	7 8	7 8	12 8	12 8	...	...	...	...	...	...	...	...	...	...	23 0	24 0	...	...	22 0 to 23 0	478 0 to 488 0	11 0	11 0	11 0	11 0
Etawah	17 12	17 12	5 0	5 0	12 0	12 0	...	...	...	...	...	...	...	...	...	...	23 0	24 0	...	...	22 0 to 23 0	488 0 to 498 0	10 0	10 0	10 0	10 0
Faukhated	17 34	17 34	5 4	5 4	12 4	12 4	...	...	...	...	...	...	...	...	...	...	23 0	24 0	...	...	22 0 to 23 0	498 0 to 508 0	10 4	10 4	10 4	10 4
Mainpuri	19 8	19 8	4 8	4 8	10 0	10 0	...	...	...	...	...	...	...	...	...	...	23 0	24 0	...	...	23 0 to 24 0	508 0 to 518 0	11 0	11 0	11 0	11 0
Etah	20 8	20 8	6 0	6 0	9 8	9 8	...	...	...	...	...	...	...	...	...	...	23 0	24 0	...	...	23 0 to 24 0	518 0 to 528 0	11 0	11 0	11 0	11 0
Western—																										
Jhansi	15 8	15 8	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	...	...	21 12	22 0	...	...	25 0 to 26 0	528 0 to 538 0	10 0	10 0	10 0	10 0
Agia	17 0	17 0	5 0	5 0	11 0	11 0	...	...	...	...	...	...	...	...	...	...	21 12	22 0	...	...	25 0 to 26 0	538 0 to 548 0	11 4	11 4	11 4	11 4
Muttra	17 8	17 8	7 8	7 8	11 0	11 0	...	...	...	...	...	...	...	...	...	...	21 12	22 0	...	...	25 0 to 26 0	548 0 to 558 0	12 0	12 0	12 0	12 0
Aligarh	19 8	19 8	5 4	5 4	9 8	9 8	...	...	...	...	...	...	...	...	...	...	21 12	22 0	...	...	25 0 to 26 0	558 0 to 568 0	11 4	11 4	11 4	11 4
Bulandshahr	21 4	21 4	6 0	6 0	10 0	10 0	...	...	...	...	...	...	...	...	...	...	21 12	22 0	...	...	25 0 to 26 0	568 0 to 578 0	11 0	11 0	11 0	11 0
Sub-montane—																										
Balla	14 0	14 0	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	...	...	19 0	20 0	...	...	21 0 to 22 0	578 0 to 588 0	11 0	11 0	11 0	11 0
Amargarh	14 12	14 12	7 8	7 8	12 10	12 10	...	...	...	...	...	...	...	...	...	...	19 0	20 0	...	...	21 0 to 22 0	588 0 to 598 0	9 13	9 13	9 13	9 13
Gorakhpur	14 12	14 12	9 0	9 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	19 0	20 0	...	...	21 0 to 22 0	598 0 to 608 0	9 3	9 3	9 3	9 3
Basti	15 8	15 8	8 12	8 12	13 4	13 4	...	...	...	...	...	...	...	...	...	...	19 0	20 0	...	...	21 0 to 22 0	608 0 to 618 0	10 0	10 0	10 0	10 0
Shahjahanpur	17 12	17 12	8 0	8 0	13 8	13 8	...	...	...	...	...	...	...	...	...	...	19 0	20 0	...	...	21 0 to 22 0	618 0 to 628 0	10 4	10 4	10 4	10 4
Shahjahanpur	17 12	17 12	8 0	8 0	13 8	13 8	...	...	...	...	...	...	...	...	...	...	19 0	20 0	...	...	21 0 to 22 0	628 0 to 638 0	10 4	10 4	10 4	10 4

Naini Tal	12 0	13 0	20 0	21 0	21 0	8 0	8 0	17 8	17 8	17 8	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Almora	12 0	12 8	16 0	16 0	16 0	9 0	9 0	17 8	17 8	17 8	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Bijnor	18 14	19 3	32 2	31 0	31 0	9 8	9 8	19 14	19 14	19 14	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Muzaffargarh	20 6	19 13	30 0	30 0	30 0	5 0	5 0	20 6	20 6	20 6	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Meerut	19 0	19 0	30 0	30 0	30 0	5 0	5 0	20 6	20 6	20 6	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Saharanpur	20 0	20 0	30 0	30 0	30 0	5 0	5 0	20 6	20 6	20 6	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Dehra Dun	17 8	18 8	31 0	32 0	32 0	9 0	9 0	22 0	22 0	22 0	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Garhwal	13 0	13 0	18 0	18 0	18 0	4 0	4 0	...	...	...	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Oudh—																								
Southern—																								
Partargarh	14 12	14 4	20 0	19 0	19 0	8 10	8 10	16 0	16 0	16 0	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Sultanpur	15 8	15 4	20 0	20 0	20 0	7 4	7 4	18 0	18 0	18 0	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Rae Bareilly	16 0	15 4	20 0	20 0	20 0	8 0	8 0	22 0	22 0	22 0	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Unao	17 8	17 4	20 0	20 0	20 0	8 0	8 0	22 0	22 0	22 0	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Lucknow	16 8	16 8	22 0	21 8	21 8	6 0	6 0	13 0	13 0	13 0	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Hardoi	18 0	19 0	24 0	25 0	25 0	7 0	7 0	...	...	...	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Northern—																								
Fyzabad	17 0	17 1	22 0	22 8	22 8	10 8	11 8	18 0	18 0	18 0	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Barabanki	15 8	16 0	20 0	21 0	21 0	6 0	6 0	14 0	14 0	14 0	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Gonda	17 1	17 12	22 4	21 0	21 0	11 2	11 8	12 2	12 2	12 2	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Bahraich	16 0	16 0	22 0	22 0	22 0	10 8	10 8	24 0	24 0	24 0	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Sitapur	18 0	18 0	25 0	25 0	25 0	11 0	11 0	15 0	15 0	15 0	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Khert	18 0	17 8	24 0	24 0	24 0	7 0	8 0	...	...	...	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Rajputana—																								
Eastern—																								
Partargarh	14 1	13 8	22 8	23 8	23 8	8 12	8 12	18 12	18 12	18 12	16 0	14 0	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Banswara	19 6	18 12	25 0	25 0	25 0	7 8	7 8	20 5	20 5	20 5	15 10	14 13	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Mewar (Oodeypore)	14 13	14 13	25 12	25 0	25 0	8 0	8 0	13 0	13 0	13 0	15 10	14 13	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Sirohee	13 3	13 8	20 0	20 0	20 0	5 8	5 8	13 0	13 0	13 0	15 0	14 13	13 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Erinpura	14 13	15 4	24 10	25 10	25 0	6 4	6 4	16 4	16 4	16 4	17 4	17 4	16 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Ajmere	15 8	15 5	25 0	25 0	25 0	5 0	5 0	24 0	24 0	24 0	19 10	17 4	15 0	18 0	16 0	24 8	25 12	20 5	30 0	22 0	22 0	110 0	120 0	10 0
Abu	13 8	13 13	20 0	20 8	20 8	5 12	5 12	15 0	15 0	15 0	13 0	13 0	...	...	...	19 12	20 12	25 10	25 10	25 10	160 0	160 0	11 0	21 0
Kishengarh	15 12	15 12	25 8	24 12	24 12	8 0	8 0	24 0	24 0	24 0	21 0	22 4	...	...	...	24 5	24 12	25 0	26 4	26 4	160 0	160 0	11 0	21 0
Roondar	12 8	13 0	25 0	26 4	26 4	7 8	7 8	32 0	32 0	32 0	11 0	11 0	...	...	...	33 0	33 0	33 0	33 0	33 0	160 0	160 0	11 0	21 0
Kotah	12 0	12 0	25 0	25 0	25 0	7 0	7 0	20 12	20 12	20 12	13 6	13 6	...	...	...	33 0	33 0	33 0	33 0	33 0	160 0	160 0	11 0	21 0
Jhallowar	11 15	11 9	20 1	20 12	20 12	7 14	7 13	29 0	29 0	29 0	13 6	13 6	...	...	...	33 0	33 0	33 0	33 0	33 0	160 0	160 0	11 0	21 0
Jaipur	13 10	13 10	21 8	21 4	21 4	4 8	4 8	29 0	29 0	29 0	13 6	13 6	...	...	...	33 0	33 0	33 0	33 0	33 0	160 0	160 0	11 0	21 0
Jeypore	16 8	16 4	27 0	26 8	26 8	5 0	5 0	22 0	22 0	22 0	19 8	19 8	...	...	...	30 0	30 0	30 0	30 0	30 0	160 0	160 0	11 0	21 0
Kerowlee	16 14	14 1	24 6	24 1	24 1	8 12	8 12	27 8	27 8	27 8	21 8	21 8	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Dholpur	17 13	17 15	28 1	27 1	27 1	8 2	8 2	22 8	22 8	22 8	23 10	24 0	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Bhukpore	19 7	20 7	29 12	29 9	29 9	5 2	5 2	24 12	24 12	24 12	21 8	21 8	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Ulwar	20 8	20 15	28 2	29 3	29 3	6 10	6 10	32 3	32 3	32 3	32 1	32 1	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Deoli Cantonment	15 3	15 3	29 14	29 0	29 0	4 0	4 0	30 4	30 4	30 4	33 0	33 0	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Nussersabad Cantonment	16 0	16 0	...	...	...	6 8	6 8	22 0	22 0	22 0	18 0	18 0	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Hilly Tracts of Mewar	16 0	15 8	32 0	34 0	34 0	...	...	...	...	...	...	...	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Balmer	15 7	15 7	...	...	...	5 3	5 3	23 9	23 9	23 9	...	...	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Ankara	14 13	14 14	22 0	22 12	22 12	6 0	6 0	...	...	...	15 2	15 2	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Shahpore	14 0	15 0	28 12	28 0	28 0	8 0	8 0	24 0	24 0	24 0	20 0	20 0	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Western—	13 7	13 2	21 0	19 6	19 6	6 4	6 4	16 4	16 4	16 4	16 4	16 4	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Jodhpore	14 6	13 12	...	...	...	6 0	6 0	17 8	17 8	17 8	17 8	17 8	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Jayulme	13 0	13 4	...	...	...	3 0	3 0	15 0	15 0	15 0	15 0	15 0	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Bikaner	12 10	12 15	...	...	...	3 0	3 0	15 0	15 0	15 0	15 0	15 0	...	...	...	26 4	26 4	26 4	26 4	26 4	160 0	160 0	11 0	21 0
Central India—																								
Indore	14 0	14 0	21 0	21 0	21 0	8 0	8 0	22 0	22 0	22 0	20 0	20 0	...	...	...	26 4	26 4	26 4						

RETAIL PRICES FOR THE 1st HALF OF JULY 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		HARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (<i>Sorghum vulgare</i>).		BAJRA OR CUNBU (<i>Pennisetum typhoides</i>).		MARUA OR RAGI (<i>Eleusine indica</i>).		KANONI OR KANUN MILLET (<i>Seteria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer arietinum</i>).		MAIZE (<i>Zea Mays</i>).		ARHAR, OR THUE, CADIAN PEA (<i>Cajanus indicus</i>).		PINEWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Punjab—																										
Southern—																										
Ferozepore	20 0	21 0	37 0	38 0	...	...	10 0	10 0	25 0	26 0	21 0	22 0	...	...	...	...	38 0	39 0	...	...	...	...	100 0	100 0	11 0	10 8
Montgomery	23 0	23 0	39 0	42 0	...	...	8 0	8 0	26 0	28 0	19 0	19 0	...	...	...	...	35 0	33 0	...	...	...	...	200 0	200 0	12 0	12 0
Central—																										
Gurgaon	22 0	22 0	33 0	32 0	...	...	9 0	8 0	22 0	22 0	21 0	21 0	...	...	...	...	31 0	29 0	...	...	...	...	120 0	120 0	10 0	10 0
Delhi	20 0	19 0	29 0	28 0	...	...	12 0	12 0	25 0	24 0	20 0	19 0	...	...	...	...	29 0	28 0	...	...	...	...	80 0	80 0	11 0	11 0
Rohat	20 0	20 0	35 0	35 0	...	...	11 0	11 0	28 0	28 0	16 0	16 0	...	...	...	...	33 0	33 0	...	...	...	...	120 0	120 0	10 0	10 0
Karnal	30 0	31 0	35 0	35 0	...	...	10 0	10 0	25 0	25 0	16 0	16 0	...	...	...	...	34 0	34 0	...	...	...	...	160 0	160 0	10 0	10 0
Labore	25 0	26 0	41 0	39 0	...	...	11 0	11 0	35 0	35 0	19 0	19 0	...	...	...	...	34 0	35 0	...	...	...	...	75 0	80 0	12 0	12 0
Sub-montane—																										
Umballa	25 0	25 0	33 0	33 0	...	...	9 0	9 0	26 0	26 0	20 0	20 0	...	...	...	...	32 0	33 0	...	...	...	...	120 0	120 0	12 0	12 0
Ludhiana	24 0	25 0	36 0	40 0	...	...	9 0	10 0	31 0	26 0	22 0	22 0	...	...	...	...	33 0	33 0	...	...	...	...	100 0	110 0	13 0	13 0
Jullundur	25 0	26 0	36 0	40 0	...	...	10 0	10 0	26 0	24 0	20 0	20 0	...	...	...	...	32 0	31 0	...	...	...	...	100 0	100 0	13 0	13 0
Hoshiarpur	26 0	27 0	37 0	38 0	...	...	10 0	10 0	25 0	25 0	22 0	22 0	...	...	...	...	30 0	29 0	...	...	...	...	120 0	120 0	12 0	12 0
Gurdaspur	28 0	32 0	48 0	48 0	...	...	12 0	12 0	24 0	24 0	26 0	26 0	...	...	...	...	36 0	36 0	...	...	...	...	120 0	120 0	11 0	12 0
Amritsar	24 0	24 0	39 0	43 0	...	...	10 0	10 0	29 0	24 0	15 0	15 0	...	...	...	...	33 0	33 0	...	...	...	...	100 0	110 0	12 0	12 0
Bille—																										
Simla	14 0	15 0	18 0	18 0	...	...	8 0	8 0	16 0	16 0	14 0	14 0	...	...	...	...	16 0	18 0	...	...	...	...	80 0	90 0	8 0	8 0
Kangra	19 0	18 0	25 0	26 0	...	...	10 0	11 0	12 0	12 0	14 0	14 0	...	...	...	...	20 0	21 0	...	...	...	...	120 0	120 0	10 0	10 0
North-western—																										
Shikot	21 0	21 0	40 0	40 0	...	...	12 0	12 0	24 0	24 0	30 0	31 0	...	...	...	...	33 0	33 0	...	...	...	...	120 0	130 0	13 0	13 0
Gujranwala	23 0	23 0	38 0	41 0	...	...	11 0	11 0	23 0	23 0	23 0	23 0	...	...	...	...	38 0	37 0	...	...	...	...	95 0	95 0	13 0	13 0
Gujrat	24 0	24 0	35 0	35 0	...	...	13 0	13 0	24 0	24 0	24 0	24 0	...	...	...	...	35 0	35 0	...	...	...	...	110 0	110 0	14 0	14 0
Jhelum	26 0	26 0	42 0	45 0	...	...	8 0	8 0	20 0	20 0	29 0	29 0	...	...	...	...	31 0	31 0	...	...	...	...	130 0	130 0	14 0	14 0
Rawalpindi	24 0	24 0	37 0	36 0	...	...	11 0	11 0	23 0	23 0	24 0	24 0	...	...	...	...	26 0	27 0	...	...	...	...	90 0	90 0	13 0	13 0
Hazara	23 0	23 0	32 0	31 0	...	...	9 0	9 0	19 0	19 0	25 0	25 0	...	...	...	...	21 0	21 0	...	...	...	...	90 0	90 0	11 0	10 4
Peshawar	24 0	23 0	42 0	41 0	...	...	13 0	12 0	20 0	20 0	39 0	39 0	...	...	...	...	32 0	28 0	...	...	...	...	206 0	206 0	41 0	41 0
Kohat	26 0	26 0	51 0	51 0	...	...	13 0	12 0	20 0	20 0	24 0	24 0	...	...	...	...	32 0	28 0	...	...	...	...	206 0	206 0	48 12	48 12
Western—																										
Shahpur	29 0	30 0	43 0	43 0	...	...	9 0	9 0	35 0	35 0	30 0	30 0	...	...	...	...	45 0	46 0	...	...	...	...	160 0	160 0	13 0	13 0
Shang	24 0	25 0	38 0	32 0	...	...	10 0	10 0	40 0	40 0	16 0	16 0	...	...	...	...	34 0	32 0	...	...	...	...	160 0	160 0	11 12	11 12
Mooltan	20 0	20 0	31 0	32 0	...	...	12 0	12 0	24 0	24 0	25 0	25 0	...	...	...	...	27 0	27 0	...	...	...	...	90 0	90 0	12 0	12 0
Bacnu	35 0	35 0	61 0	64 0	...	...	11 0	11 0	38 0	38 0	35 0	35 0	...	...	...	...	58 0	55 0	...	...	...	...	90 0	90 0	50 0	50 0
D. J. Khan	27 0	27 0	40 0	40 0	...	...	8 0	8 0	20 0	20 0	27 0	27 0	...	...	...	...	41 0	40 0	...	...	...	...	115 0	115 0	44 0	44 0
Muzaffargarh	22 0	21 0	29 0	29 0	...	...	14 0	14 0	20 0	20 0	23 0	23 0	...	...	...	...	24 0	24 0	...	...	...	...	100 0	100 0	12 0	12 0
D. G. Khan	18 0	19 0	27 0	27 0	...	...	6 0	6 0	30 0	30 0	24 0	24 0	...	...	...	...	28 0	29 0	...	...	...	...	125 0	125 0	25 0	25 0
Sind and Baluchistan—																										
Karachi	16 0	16 0	...	...	8 0	8 0	9 0	9 0	18 0	18 0	15 0	15 0	...	...	...	...	20 0	20 0	...	...	...	...	80 0	91 7	14 8	14 8
Hyderabad	15 0	15 0	...	...	8 0	8 0	10 0	10 0	18 0	18 0	16 0	16 0	...	...	...	...	20 0	21 0	...	...	...	...	128 0	128 0	12 12	12 12
Thar and Parkar (Unsettled)	13 0	13 0	...	...	13 0	13 0	16 0	16 0	...	...	19 14	18 12	...	...	...	...	9 2	9 3	...	...	...	...	116 6	116 6	12 0	12 0
Sukkur (Settled)	13 0	13 0	...	...	8 0	8 0	12 0	12 0	25 0	25 0	19 0	19 0	...	...	...	...	24 0	24 0	...	...	...	...	142 0	142 0	11 0	11 0
Upper Sind Frontier	15 0	15 0	...	...	8 0	8 0	9 0	9 0	23 0	23 0	20 0	20 0	...	...	...	...	23 0	23 0	...	...	...	...	213 0	213 0	10 0	10 0

		10 2	10 3	10 4	10 5	10 6	10 7	10 8	10 9	10 10	10 11	10 12	10 13	10 14	10 15	10 16	10 17	10 18	10 19	10 20	10 21	10 22	10 23	10 24	10 25	10 26	10 27	10 28	10 29	10 30	10 31	10 32	10 33	10 34	10 35	10 36	10 37	10 38	10 39	10 40	10 41	10 42	10 43	10 44	10 45	10 46	10 47	10 48	10 49	10 50	10 51	10 52	10 53	10 54	10 55	10 56	10 57	10 58	10 59	10 60	10 61	10 62	10 63	10 64	10 65	10 66	10 67	10 68	10 69	10 70	10 71	10 72	10 73	10 74	10 75	10 76	10 77	10 78	10 79	10 80	10 81	10 82	10 83	10 84	10 85	10 86	10 87	10 88	10 89	10 90	10 91	10 92	10 93	10 94	10 95	10 96	10 97	10 98	10 99	10 100	10 101	10 102	10 103	10 104	10 105	10 106	10 107	10 108	10 109	10 110	10 111	10 112	10 113	10 114	10 115	10 116	10 117	10 118	10 119	10 120	10 121	10 122	10 123	10 124	10 125	10 126	10 127	10 128	10 129	10 130	10 131	10 132	10 133	10 134	10 135	10 136	10 137	10 138	10 139	10 140	10 141	10 142	10 143	10 144	10 145	10 146	10 147	10 148	10 149	10 150	10 151	10 152	10 153	10 154	10 155	10 156	10 157	10 158	10 159	10 160	10 161	10 162	10 163	10 164	10 165	10 166	10 167	10 168	10 169	10 170	10 171	10 172	10 173	10 174	10 175	10 176	10 177	10 178	10 179	10 180	10 181	10 182	10 183	10 184	10 185	10 186	10 187	10 188	10 189	10 190	10 191	10 192	10 193	10 194	10 195	10 196	10 197	10 198	10 199	10 200	10 201	10 202	10 203	10 204	10 205	10 206	10 207	10 208	10 209	10 210	10 211	10 212	10 213	10 214	10 215	10 216	10 217	10 218	10 219	10 220	10 221	10 222	10 223	10 224	10 225	10 226	10 227	10 228	10 229	10 230	10 231	10 232	10 233	10 234	10 235	10 236	10 237	10 238	10 239	10 240	10 241	10 242	10 243	10 244	10 245	10 246	10 247	10 248	10 249	10 250	10 251	10 252	10 253	10 254	10 255	10 256	10 257	10 258	10 259	10 260	10 261	10 262	10 263	10 264	10 265	10 266	10 267	10 268	10 269	10 270	10 271	10 272	10 273	10 274	10 275	10 276	10 277	10 278	10 279	10 280	10 281	10 282	10 283	10 284	10 285	10 286	10 287	10 288	10 289	10 290	10 291	10 292	10 293	10 294	10 295	10 296	10 297	10 298	10 299	10 300	10 301	10 302	10 303	10 304	10 305	10 306	10 307	10 308	10 309	10 310	10 311	10 312	10 313	10 314	10 315	10 316	10 317	10 318	10 319	10 320	10 321	10 322	10 323	10 324	10 325	10 326	10 327	10 328	10 329	10 330	10 331	10 332	10 333	10 334	10 335	10 336	10 337	10 338	10 339	10 340	10 341	10 342	10 343	10 344	10 345	10 346	10 347	10 348	10 349	10 350	10 351	10 352	10 353	10 354	10 355	10 356	10 357	10 358	10 359	10 360	10 361	10 362	10 363	10 364	10 365	10 366	10 367	10 368	10 369	10 370	10 371	10 372	10 373	10 374	10 375	10 376	10 377	10 378	10 379	10 380	10 381	10 382	10 383	10 384	10 385	10 386	10 387	10 388	10 389	10 390	10 391	10 392	10 393	10 394	10 395	10 396	10 397	10 398	10 399	10 400	10 401	10 402	10 403	10 404	10 405	10 406	10 407	10 408	10 409	10 410	10 411	10 412	10 413	10 414	10 415	10 416	10 417	10 418	10 419	10 420	10 421	10 422	10 423	10 424	10 425	10 426	10 427	10 428	10 429	10 430	10 431	10 432	10 433	10 434	10 435	10 436	10 437	10 438	10 439	10 440	10 441	10 442	10 443	10 444	10 445	10 446	10 447	10 448	10 449	10 450	10 451	10 452	10 453	10 454	10 455	10 456	10 457	10 458	10 459	10 460	10 461	10 462	10 463	10 464	10 465	10 466	10 467	10 468	10 469	10 470	10 471	10 472	10 473	10 474	10 475	10 476	10 477	10 478	10 479	10 480	10 481	10 482	10 483	10 484	10 485	10 486	10 487	10 488	10 489	10 490	10 491	10 492	10 493	10 494	10 495	10 496	10 497	10 498	10 499	10 500	10 501	10 502	10 503	10 504	10 505	10 506	10 507	10 508	10 509	10 510	10 511	10 512	10 513	10 514	10 515	10 516	10 517	10 518	10 519	10 520	10 521	10 522	10 523	10 524	10 525	10 526	10 527	10 528	10 529	10 530	10 531	10 532	10 533	10 534	10 535	10 536	10 537	10 538	10 539	10 540	10 541	10 542	10 543	10 544	10 545	10 546	10 547	10 548	10 549	10 550	10 551	10 552	10 553	10 554	10 555	10 556	10 557	10 558	10 559	10 560	10 561	10 562	10 563	10 564	10 565	10 566	10 567	10 568	10 569	10 570	10 571	10 572	10 573	10 574	10 575	10 576	10 577	10 578	10 579	10 580	10 581	10 582	10 583	10 584	10 585	10 586	10 587	10 588	10 589	10 590	10 591	10 592	10 593	10 594	10 595	10 596	10 597	10 598	10 599	10 600	10 601	10 602	10 603	10 604	10 605	10 606	10 607	10 608	10 609	10 610	10 611	10 612	10 613	10 614	10 615	10 616	10 617	10 618	10 619	10 620	10 621	10 622	10 623	10 624	10 625	10 626	10 627	10 628	10 629	10 630	10 631	10 632	10 633	10 634	10 635	10 636	10 637	10 638	10 639	10 640	10 641	10 642	10 643	10 644	10 645	10 646	10 647	10 648	10 649	10 650	10 651	10 652	10 653	10 654	10 655	10 656	10 657	10 658	10 659	10 660	10 661	10 662	10 663	10 664	10 665	10 666	10 667	10 668	10 669	10 670	10 671	10 672	10 673	10 674	10 675	10 676	10 677	10 678	10 679	10 680	10 681	10 682	10 683	10 684	10 685	10 686	10 687	10 688	10 689	10 690	10 691	10 692	10 693	10 694	10 695	10 696	10 697	10 698	10 699	10 700	10 701	10 702	10 703	10 704	10 705	10 706	10 707	10 708	10 709	10 710	10 711	10 712	10 713	10 714	10 715	10 716	10 717	10 718	10 719	10 720	10 721	10 722	10 723	10 724	10 725	10 726	10 727	10 728	10 729	10 730	10 731	10 732	10 733	10 734	10 735	10 736	10 737	10 738	10 739	10 740	10 741	10 742	10 743	10 744	10 745	10 746	10 747	10 748	10 749	10 750	10 751	10 752	10 753	10 754	10 755	10 756	10 757	10 758	10 759	10 760	10 761	10 762	10 763	10 764	10 765	10 766	10 767	10 768	10 769	10 770	10 771	10 772	10 773	10 774	10 775	10 776	10 777	10 778	10 779	10 780	10 781	10 782	10 783	10 784	10 785	10 786	10 787	10 788	10 789	10 790	10 791	10 792	10 793	10 794	10 795	10 796	10 797	10 798	10 799	10 800	10 801	10 802	10 803	10 804	10 805	10 806	10 807	10 808	10 809	10 810	10 811	10 812	10 813	10 814	10 815	10 816	10 817	10 818	10 819	10 820	10 821	10 822	10 823	10 824	10 825	10 826	10 827	10 828	10 829	10 830	10 831	10 832	10 833	10 834	10 835	10 836	10 837	10 838	10 839	10 840	10 841	10 842	10 843	10 844	10 845	10 846	10 847	10 848	10 849	10 850	10 851	10 852	10 853	10 854	10 855	10 856	10 857	10 858	10 859	10 860	10 861	10 862	10 863	10 864	10 865	10 866	10 867	10 868	10 869	10 870	10 871	10 872	10 873	10 874	10 875	10 876	10 877	10 878	10 879	10 880	10 881	10 882	10 883	10 884	10 885	10 886	10 887	10 888	10 889	10 890	10 891	10 892	10 893	10 894	10 895	10 896	10 897	10 898	10 899	10 900	10 901	10 902	10 903	10 904	10 905	10 906	10 907	10 908	10 909	10 910	10 911	10 912	10 913	10 914	10 915	10 916	10 917	10 918	10 919	10 920	10 921	10 922	10 923	10 924	10 925	10 926	10 927	10 928	10 929	10 930	10 931	10 932	10 933	10 934	10 935	10 936	10 937	10 938	10 939	10 940	10 941	10 942	10 943	10 944	10 945	10 946	10 947	10 948	10 949	10 950	10 951	10 952	10 953	10 954	10 955	10 956	10 957	10 958	10 959	10 960	10 961	10 962	10 963	10 964	10 965	10 966	10 967	10 968	10 969	10 970	10 971	10 972	10 973	10 974	10 975	10 976	10 977	10 978	10 979	10 980	10 981	10 982	10 983	10 984	10 985	10 986	10 987	10 988	10 989	10 990	10 991	10 992	10 993	10 994	10 995	10 996	10 997	10 998	10 999	10 1000	10 1001	10 1002	10 1003	10 1004	10 1005	10 1006	10 1007	10 1008	10 1009	10 1010	10 1011	10 1012	10 1013	10 1014	10 1015	10 1016	10 1017	10 1018	10 1019	10 1020	10 1021	10 1022	10 1023	10 1024	10 1025	10 1026	10 1027	10 1028	10 1029	10 1030	10 1031	10 1032	10 1033	10 1034	10 1035	10 1036	10 1037	10 1038	10 1039	10 1040	10 1041	10 1042	10 1043	10 1044	10 1045	10 1046	10 1047	10 1048	10 1049	10 1050	10 1051	10 1052	10 1053	10 1054	10 1055	10 1056	10 1057	10 1058	10 1059	10 1060	10 1061	10 1062	10 1063	10 1064	10 1065	10 1066	10 1067	10 1068	10 1069	10 1070	10 1071	10 1072	10 1073	10 1074	10 1075	10 1076	10 1077	10 1078	10 1079	10 1080	10 1081	10 1082	10 1083	10 1084	10 1085	10 1086	10 1087	10 1088	10 1089	10 1090	10 1091	10 1092	10 1093	10 1094	10 1095	10 1096	10 1097	10 1098	10 1099	10 1100	10 1101	10 1102	10 1103	10 1104	10 1105	10 1106	10 1107	10 1108	10 1109	10 1110	10 1111	10 1112	10 1113	10
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RETAIL PRICES FOR THE 1st HALF OF JULY 1894—concluded.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLAM (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum hypnoides).		MARUA OR RAOI (Eleusine indica).		KANGNI OR KATUN, ITALIAN WHEAT (Setaria italica).		GRAM, CHENNA, CHOLA, RADALAY OR SUBAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARAR, OR THOR, CADIAN PEA (Cajanus indicus).		PINKENIA.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Madras—																										
Malabar Coast—																										
Malabar	9 6	9 6	...	...	10 8	10 8	10 14	10 14	...	...	...	...	19 11	19 11	...	...	...	...	...	...	...	...	136 2	136 2	11 3	11 3
S. Canara	9 6	9 6	...	...	10 10	10 10	12 0	12 0	...	...	...	...	19 5	19 5	...	...	...	...	...	...	...	...	121 8	121 8	11 2	11 2
South, central—																										
Coimbatore	11 8	11 8	...	...	11 11	11 11	12 3	12 3	17 6	17 6	20 11	20 11	22 2	22 2	...	...	...	...	...	...	...	...	131 3	131 3	10 11	10 11
Nilgiris	7 13	7 13	...	...	8 13	8 13	9 10	9 10	16 14	16 14	15 6	15 6	17 5	17 5	...	...	...	...	...	...	...	...	274 3	274 3	10 10	9 11
Salem	8 14	8 14	...	...	9 6	9 6	11 5	11 5	20 8	20 8	17 3	17 3	23 2	23 2	...	...	...	...	...	...	...	...	206 10	206 10	11 2	11 2
Central—																										
Bellary	14 6	13 6	...	...	10 3	10 3	10 13	10 13	22 2	22 2	16 14	17 14	23 5	23 5	...	...	...	...	...	...	...	...	85 2	85 2	11 8	11 8
Anantapur	10 10	10 10	...	...	10 11	10 11	11 14	11 14	23 11	23 11	22 10	22 10	23 5	23 5	...	...	...	...	...	...	...	...	97 3	97 3	11 3	11 3
Cuddapah	11 13	11 13	...	...	9 8	9 8	11 10	11 10	19 0	19 0	...	...	22 13	22 13	...	...	...	...	...	...	...	...	140 0	140 0	11 13	11 13
Kurnool	10 13	10 13	...	...	9 4	10 11	10 11	11 6	20 14	20 14	18 13	20 0	...	...	...	...	...	...	...	...	...	...	121 8	121 8	11 5	11 5
East Coast, north—																										
Ganjam	11 8	11 8	...	...	11 10	11 10	12 6	12 6	18 14	18 14	19 13	19 13	21 10	21 10	...	...	...	...	...	...	...	...	86 8	86 8	10 2	10 2
Vizagapatnam	12 10	12 10	...	...	11 14	11 14	13 0	13 0	15 6	15 6	22 14	22 14	25 8	25 8	...	...	...	...	...	...	...	...	72 14	72 14	12 0	12 0
Godavari . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	133 11	133 11	12 2	12 2
East Coast, central—																										
Kistna	9 14	9 14	...	...	12 0	10 6	12 10	11 0	15 13	16 13	...	...	28 5	28 5	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	10 2	10 2	...	...	11 2	11 2	14 13	14 13	21 10	22 11	...	...	23 2	23 2	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	10 5	10 5	...	...	10 14	10 14	11 8	11 2	17 5	17 5	14 8	14 8	21 3	20 14	...	...	...	...	...	...	...	...	97 3	97 3	13 5	13 5
Chingleput	8 8	8 8	...	...	9 0	9 13	11 5	11 5	21 13	21 13	13 3	13 3	20 10	20 10	...	...	...	...	...	...	...	...	103 0	103 0	13 5	13 5
N. Arcot	7 0	7 0	...	...	11 5	12 3	12 3	14 0	18 8	18 8	15 6	16 14	17 8	18 5	...	...	...	...	...	...	...	...	160 13	160 13	12 2	12 2
S. Arcot	8 2	8 2	...	...	11 10	12 0	12 2	12 8	15 14	15 14	15 3	15 3	19 10	21 14	...	...	...	...	...	...	...	...	209 0	209 0	12 13	12 13
Tanjore	6 10	6 10	...	...	10 13	11 14	11 0	12 5	17 14	18 3	20 5	20 5	19 11	19 11	...	...	...	...	...	...	...	...	145 13	145 13	12 8	12 8
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	143 6	143 6	11 10	11 10
South—																										
Tinnevely	9 3	9 3	...	...	10 11	11 2	11 10	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	58 5	58 5	12 11	12 11
Madura	8 8	9 13	...	...	9 11	9 11	10 2	10 10	19 6	19 6	17 10	17 10	18 10	18 10	...	...	...	...	...	...	...	...	97 3	97 3	12 11	12 11
Mysore—																										
Mysore	10 8	11 0	10 0	10 8	8 12	8 12	9 12	10 0	26 0	26 0	25 0	24 0	26 0	27 0	...	...	...	...	...	...	...	...	108 0	108 0	10 0	10 0
Bangalore	12 8	11 8	10 8	10 9	8 0	9 0	8 8	8 8	23 0	21 11	...	...	30 0	27 2	...	...	...	...	...	...	...	...	84 0	84 0	10 0	10 0
Kolar	9 12	9 12	10 8	10 8	10 8	10 8	12 4	12 0	20 0	19 0	18 0	18 0	30 0	30 0	...	...	...	...	...	...	...	...	150 0	150 0	10 0	10 0
Tumkur	12 0	12 0	11 0	11 0	10 0	10 0	11 0	11 0	24 0	24 0	30 0	30 0	32 0	32 0	...	...	...	...	...	...	...	...	224 0	224 0	10 0	10 0
Hassan . . . . .	...	...	10 0	10 0	9 0	9 0	10 8	10 0	...	...	...	...	32 0	36 0	...	...	...	...	...	...	...	...	200 0	200 0	8 8	8 8
Kadur	10 0	10 0	10 0	10 0	8 0	8 0	10 0	11 0	...	...	...	...	32 0	32 0	...	...	...	...	...	...	...	...	240 0	240 0	8 0	8 0
Shimoga	12 5	12 10	...	...	8 15	8 15	13 2	13 2	27 13	28 6	...	...	39 2	38 6	...	...	...	...	...	...	...	...	272 0	272 0	10 8	10 8
Chitaldroog	14 0	14 0	13 0	13 0	10 8	10 0	12 0	12 0	32 0	32 0	24 0	24 0	42 0	42 0	...	...	...	...	...	...	...	...	320 0	320 0	9 8	9 8
Coorg—																										
Coorg	8 8	8 8	7 8	7 8	10 0	10 0	12 8	12 0	...	...	...	...	30 8	30 8	...	...	...	...	...	...	...	...	110 0	110 0	8 8	8 8
Aden	7 0	7 0	...	...	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	...	...	...	...	...	...	...	...	...	...	65 5	65 5	32 0	32 0

Not sold.

STEPHEN JACOB.

FINANCE AND COMMERCE DEPARTMENT

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first four months of the official year 1894-95, and of the twenty-three preceding years.
(IN THOUSANDS OF RUPEES.)

YEAR.	BOMBAY.				SINDH.				MADRAS.				BURMA.				TOTAL BRITISH INDIA.				YEAR.	
	Revenue.		Total		Revenue.		Total		Revenue.		Total		Revenue.		Total		Revenue.		Total			
	On Imports.	On Exports.	On Imports.	On Exports.	On Imports.	On Exports.	On Imports.	On Exports.	On Imports.	On Exports.	On Imports.	On Exports.	On Imports.	On Exports.	On Imports.	On Exports.	On Imports.	On Exports.	On Imports.	On Exports.		
1871-72	3.33	21.67	7.18	32.23	2.81	10.10	1.53	14.24	1.19	3.94	4.04	10.07	4.5	1.36	7.73	9.54	8.24	37.39	45.63	21.59	67.22	1871-72
1872-73	4.37	21.36	6.97	32.70	1.80	12.09	1.21	16.00	1.40	4.28	4.00	9.68	1.13	1.67	14.56	17.36	9.09	40.59	49.68	27.54	77.22	1872-73
1873-74	3.63	20.85	5.26	26.74	2.15	11.54	1.26	14.95	1.32	4.59	4.93	10.84	1.20	1.55	12.41	15.16	8.72	38.74	47.46	24.22	71.68	1873-74
1874-75	4.04	24.63	4.40	33.07	2.19	12.28	1.34	15.81	1.17	4.89	4.56	10.62	1.48	2.35	8.57	12.40	9.31	44.31	53.62	19.26	72.83	1874-75
1875-76	3.88	27.24	5.90	37.02	2.41	13.70	3.25	19.36	1.49	5.07	5.23	11.81	1.23	1.43	15.72	18.40	9.45	47.77	57.22	30.92	88.14	1875-76
1876-77	4.32	20.34	3.64	28.30	2.76	10.94	4.5	14.15	1.92	4.20	3.10	9.22	1.65	1.74	10.62	14.01	11.06	37.40	48.46	17.89	66.35	1876-77
1877-78	5.14	25.71	3.72	34.57	3.13	13.21	4.9	16.82	1.71	2.52	6.3	4.86	1.81	1.94	8.87	12.62	12.54	43.63	56.17	13.84	70.01	1877-78
1878-79	4.51	21.09	4.61	30.21	2.88	12.57	7.0	16.15	2.00	3.47	1.52	6.99	2.68	2.36	10.99	16.03	12.70	39.63	52.33	17.91	70.24	1878-79
1879-80	3.95	19.59	2.76	26.30	3.03	10.36	7.3	14.12	1.73	2.78	1.74	6.25	2.39	1.84	14.45	18.68	12.10	34.85	46.96	19.75	66.71	1879-80
1880-81	4.46	17.54	3.01	25.01	2.90	13.71	6.3	17.24	1.78	3.42	3.33	8.53	1.67	2.37	14.39	18.42	12.31	37.38	49.69	21.44	71.13	1880-81
1881-82	4.66	17.46	4.62	26.74	3.56	13.30	6.0	17.46	1.76	3.43	2.54	7.73	2.34	2.35	16.77	21.46	13.63	37.94	50.73	24.65	75.38	1881-82
1882-83	4.93	...	4.90	9.83	3.64	—88*	51	3.27	1.79	...	1.33	3.18	2.98	3	22.75	25.76	14.51	—83*	13.68	29.75	43.43	1882-83
1883-84	4.84	3	6.24	11.11	3.66	16	40	4.22	1.76	2	2.00	3.78	2.83	7	17.07	19.97	14.35	29	14.64	25.87	40.51	1883-84
1884-85	4.15	12	3.45	7.72	3.47	16	62	4.25	1.58	2	2.34	3.95	2.79	3	12.10	14.92	13.40	35	13.75	18.67	32.42	1884-85
1885-86	4.44	7	4.15	8.66	4.03	22	46	4.45	1.71	2	98	2.63	2.18	2	17.89	20.09	13.65	29	13.94	23.60	37.54	1885-86
1886-87	4.37	9	3.58	8.04	4.03	16	59	4.76	2.12	4	1.80	3.96	3.28	2	15.73	19.03	15.32	42	15.94	21.91	37.85	1886-87
1887-88	3.76	12	4.00	7.88	4.61	16	59	5.36	2.14	2.98	1.52	4.57	3.40	—1*	15.84	19.23	16.51	30	16.81	22.27	39.03	1887-88
1888-89	4.70	1.68	6.25	12.63	4.80	1.21	59	6.51	2.14	3.35	1.80	5.43	3.14	36	10.66	14.16	17.62	3.89	21.51	19.38	40.89	1888-89
1889-90	4.78	2.91	4.40	12.09	5.63	92	79	7.34	2.29	3.26	2.19	5.83	3.03	97	17.75	21.75	18.49	5.17	23.66	25.34	49.00	1889-90
1890-91	5.31	2.43	5.64	13.38	5.63	1.97	59	8.19	2.56	3.84	1.55	5.88	2.97	3	23.50	26.50	19.54	5.08	24.92	31.59	56.51	1890-91
1891-92	5.04	3.09	5.17	13.30	5.58	2.01	41	8.00	2.50	3.13	1.43	4.95	3.14	16	16.54	18.82	18.82	5.98	24.80	28.79	53.59	1891-92
1892-93	5.50	3.92	4.18	13.60	5.87	1.78	55	8.20	2.23	3.39	9	4.73	3.51	8	13.71	17.30	19.97	6.15	26.12	19.94	46.06	1892-93
1893-94	5.12	2.67	4.77	12.56	5.82	2.43	62	8.87	2.28	3.15	1.45	4.89	2.92	2	17.45	20.32	18.89	5.63	24.52	24.47	48.99	1893-94
1894-95	5.49	11.52	4.48	21.49	6.02	29.04	1.01	36.07	3.34	3.50	2.58	9.42	2.65	2.67	19.96	25.28	19.07	49.20	68.27	28.25	96.52	1894-95

* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT,
(Statistical Branch)
Calcutta, 21st August 1894.

STEPHEN JACOB,
Offg. Secretary to the Government of India.



SUPPLEMENT TO
The Gazette of India.

No. 35.} CALCUTTA, SATURDAY, SEPTEMBER 1, 1894.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Burma—						
Tenasserim—						
Mergui	15 0 0	15 0 0	15 0 0	15 0 0	30 0 0	30 0 0
Tavoy	12 0 0	12 0 0	15 0 0	15 0 0	35 0 0	35 0 0
Moulmein and Amherst	25 0 0	22 8 0	12 0 0	12 0 0	12 0 0	12 0 0
Pegu (deltaic)—						
Pegu	12 8 0	12 8 0	10 0 0	10 0 0	15 0 0	15 0 0
Rangoon	15 0 0	15 0 0	12 0 0	12 0 0	25-0 to 30-0	25-0 to 30-0
Thongwa	30 0 0	12 0 0	15 0 0	12 0 0	30 0 0	30 0 0
Bassein	15 0 0	15 0 0	14 0 0	14 0 0	25 0 0	25 0 0
Pegu (inland)—						
Shwegyin	20-0 to 30-0	12 0 0	15 0 0	12 0 0	25 0 0	30 0 0
Tharrawaddy	20-0 „ 30-0	15-0 to 20-0	12-0 to 15-0	12-0 to 15-0	30-0 to 45 0	30-0 to 45 0
Henzada	15 0 0	15 0 0	12 0 0	12 0 0	22 0 0	22 0 0
Prome	16 0 0	16 0 0	15 0 0	15 0 0	30 0 0	30 0 0
Toungoo	14 0 0	14 0 0	14 0 0	14 0 0	30 0 0	30 0 0
Thayetmyo	15 0 0	15 0 0	12 0 0	12 0 0	30 0 0	30 0 0
Upper Burma—						
Mandalay	12 0 0	12 0 0	15 0 0	15 0 0	15-0 to 24-0	20-0 to 25-0
Bamo	15 0 0	15 0 0	20 0 0	20 0 0	30-0 „ 45-0	30-0 „ 45-0
Pakokku	15 0 0	15 0 0	15 0 0	15 0 0	22 8 0	22 0 0
Meiktila	10 0 0	10 0 0	15 0 0	18 0 0	21 0 0	22-0 to 30-0
Arakan—						
Sandoway	15 0 0	15 0 0	10 0 0	11 0 0	30 0 0	30 0 0
Kyaukpyu	5 0 0	8-0 to 9-0	10 0 0	10 0 0	30 0 0	30 0 0
Akyab	17-0 to 20-0	15-0 „ 20-0	10-0 to 12-0	10-0 to 12-0	15-0 to 20-0	15-0 to 20-0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—continued.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Assam—						
<i>Surma—</i>						
Sylhet	7 0 0	7 0 0	7-0 to 8-0	7-0 to 8-0	13-0 to 30-0	13-0 to 30-0
Cachar	6-0 to 7-0	6-0 to 7-0	7-0 " 8-0	7-0 " 8-0	15-0 " 20-0	15-0 " 20-0
Khási and Jaintia Hills	7-0 " 11-4	7-0 " 15-0	7-0 " 12-0	7-0 " 12-0	12-0 " 33-12	10-0 " 50-0
Garo Hills	5-10 " 7-8	6-0 " 8-0	7-8 " 12-0	10-0 " 12-0	20-0 " 40-0	20-0 " 40-0
<i>Brahmaputra—</i>						
Goalpara	7-0 to 9-0	7-0 to 9-0	8-0 to 10-0	8-0 to 10-0	15-0 to 30-0	15-0 to 40-0
Kámrúp	9-0 " 12-0	9-0 " 12-0	8-0 " 12-0	8-0 " 12-0	20-0 " 50-0	20-0 " 50-0
Darrang	5-0 " 10-0	5-0 " 10-0	8-0 " 10-0	8-0 " 10-0	6-0 " 30-0	6-0 " 30-0
Nowgong	7-0 " 9-0	7-0 " 9-0	8-0 " 10-0	8-0 " 10-0	10-0 " 30-0	10-0 " 30-0
Sibságar	7-0 " 12-0	8-0 " 10-0	8-0 " 12-0	8-0 " 10-0	15-0 " 35-0	15-0 " 35-0
Lakhimpur	8-0 " 10-0	8-0 " 10-0	10-0 " 12-0	10-0 " 15-0	15-0 " 60-0	12-0 " 60-0
Bengal—						
<i>Eastern hill tracts—</i>						
Hill Tippera	15-0 to 26-4	15-0 to 22-8	12-0 to 18-0	15-0 to 18-0	23-0 to 45-0	23-0 to 45-0
Nágá Hills						
<i>Eastern—</i>						
Backergunge	6 0 0	6 0 0	7 0 0	7 0 0	13-8 to 15-0	13-8 to 15-0
Noakhali	5-0 to 7-8	5-0 to 7-0	5-0 to 7-0	5-0 to 7-0	10-0 " 15-0	10-0 " 15-0
Chittagong	12 0 0	11 0 0	8 0 0	8 0 0	6-0 " 20-0	6-0 " 20-0
Tippera	7-0 to 10-0	7-0 to 10-0	6-0 to 8-0	6-0 to 10-0	6-0 " 15-0	6-0 " 20-0
Dacca	5-0 " 7-0	5-0 " 7-0	5-0 " 7-0	5-0 " 7-0	7-0 " 15-0	7-0 " 15-0
Mymensingh	7 8 0	7 8 0	8 0 0	8 0 0	10-0 " 15-0	10-0 " 15-0
<i>Deltaic—</i>						
Khulna	7-8 to 9-6	7-8 to 9-6	7-0 to 9-0	7-0 to 9	10-0 to 30-0	10-0 to 30-0
24-Parganas	9-0 " 10-0	9-0 " 10-0	6-0 " 7-0	6-0 " 7	15-0 " 20-0	15-0 " 20-0
Midnapore	7 0 0	6 0 0	5 0 0	6 0	7-12 " 12-0	7-8 " 12-0
Howrah	7 8 0	9 0 0	7 0 0	8 0	12-0 " 20-0	12-0 " 20-0
Calcutta . . . . .	...	...	7 6 0	8 0	15-0 " 15-8	15-0 " 16-0
Hooghly	9 6 0	9 6 0	6-0 to 7-0	6-0 to 7-0	8-0 to 30-0	8-0 to 30-0
Nadia (Krishnagar)	7 8 0	7 8 0	7 8 0	7 0 0	7-8 " 15-0	7-8 " 15-0
Jessore	7 8 0	7 8 0	6 0 0	6 0 0	10-0 " 20-0	10-0 " 20-0
Faridpur	10 0 0	5-0 to 8-0	6-0 to 9-0	6-0 to 8-0	15-0 " 30-0	8-0 " 16-0
<i>Central—</i>						
Bankura	5-0 to 6-8	5-0 to 6-8	4-0 to 6-0	4-0 to 6-0	10-0 to 15-0	10-0 to 15-0
Burdwan	7 8 0	9 6 0	6 0 0	6 0 0	10-0 " 15-0	12-3 " 16-11
Birbhum	6-0 to 7-8	6-0 to 7-8	4-0 to 6-0	4-0 to 6-0	7-8 " 12-0	7-8 " 12-0
Murshidabad	3 12 0	3 12 0	4-0 " 5-0	4-0 " 5-0	8-0 " 10-0	10-0 " 12-0
Southal Parganas	4-0 to 5-0	4-0 to 5-0	5 0 0	5-0 " 6-0	7-8 " 15-0	6-9 " 15-0
Pabna	5-0 " 7-0	5-0 " 7-0	6-0 to 8-0	6-0 " 8-0	7-0 " 20-0	7-0 " 20-0
Bogra	7 8 0	7 8 0	5 0 " 7-0	5-0 " 7-0	10-0 " 20-0	10-0 " 20-0
Rajshahi	5-0 to 7-8	5-0 to 7-0	5-0 " 6-0	5-0 " 6-0	7-8 " 16-0	10-0 " 16-0
Malda	7 0 0	7 0 0	5 0 0	5 0 0	8-0 " 12-0	8-0 " 15-0
<i>Northern—</i>						
Rangpur	7 0 0	7 0 0	6-0 to 8-0	6-0 to 8-0	15-0 to 30-0	15-0 to 30-0
Dinapur	7 8 0	7 8 0	6-0 " 8-0	6-0 " 8-0	10-0 " 15-0	10-0 " 20-0
Jalpaiguri	7 8 0	7 8 0	8 0 0	8 0 0	12-0 " 20-0	12-0 " 20-0
Darjeeling	7 0 0	7 0 0	8-0 to 9-0	8-0 to 9-0	12-0 " 30-0	12-0 " 30-0
<i>Orissa—</i>						
Puri	4 0 0	4 0 0	5 0 0	5 0 0	7-8 to 10-0	7-8 to 10-0
Cuttack	5 10 0	5 10 0	5 0 0	5 0 0	7-8 " 9-6	7-8 " 11-4
Balasore	4-0 to 5-0	4-0 to 5-0	4-0 to 6-0	4-0 to 6-0	8-0 " 12-0	8-0 " 1-0
<i>Chota Nagpur—</i>						
Singbhum	4 0 0	4 0 0	7 0 0	7 0 0	15 0 0	15 0 0
Manbhum	4-11 to 5-10	4-10 to 5-10	5-0 to 6-0	5-0 to 6-0	11-4 to 22-8	11-4 to 22-8
Lohardaga	3 12 0	3 12 0	4-0 " 6-0	4-0 " 6-0	5-10 " 9-6	5-10 " 11-4
Palámau	5 10 0	5 14 3	3-8 " 5-0	3-8 " 5-0	9 6 0	7 8 0
Hazáribágh	5 0 0	5 0 0	6 0 0	6 0 0	7 8 0	7 8 0
<i>Bihár, South—</i>						
Monghyr	4-11 to 5-10	3-12 to 4-11	3-0 to 4-0	3 12 0	7-8 to 11-4	5-10 to 7-0
Gaya	3-0 " 4-0	3-8 " 5-10	3-0 " 5-0	4-0 to 5-0	5-8 " 8-0	5-10 " 14-0
Patna	4-0 " 5-0	4-0 " 5-0	4-8 " 5-0	4-8 " 5-0	7-0 " 8-0	7-0 " 8-0
Shahabad	4-0 " 5-0	4-4 " 5-0	4-0 " 6-4	4-0 " 6-4	3-0 " 10-4	3-4 " 10-4
<i>Bihár, North—</i>						
Purnea	4-11 to 5-10	3-12 to 5-10	4-0 to 6-0	4-0 to 6-0	8-0 to 15-0	8-0 to 15-0
Bhágálpur	4-0 " 6-0	5 0 0	4-0 " 5-0	5 0 0	8-0 " 12-0	9-0 " 11-0
Darbhanga	3 12 0	3 12 0	4-0 " 5-0	3-0 to 4-0	5-10 " 7-8	6-0 " 7-0
Muzaffarpur	3-12 to 5-10	3-12 to 5-10	3-0 " 4-0	2-0 " 4-0	5-10 " 9-6	5-10 " 9-6
Saran	3-12 " 7-8	3-12 " 5-10	4-0 " 7-0	4-0 " 7-0	5-10 " 10-0	6-9 " 10-0
Champaran	3-12 " 4-0	4 0 0	4-0 " 6-0	4 0 0	5-0 " 8-0	6-0 " 8-0

* Not stated.

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—continued.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
W. Provinces—						
<i>Eastern—</i>						
Mirzapur	4 0 0	4 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Bonares	4 0 0	4 0 0	4 8 0	4 8 0	8 11 0	8 11 0
Ghazipur	3 0 0	3 0 0	5 0 0	5 0 0	7 8 0	7 8 0
Jaunpur	3 8 0	3 8 0	5 0 0	5 0 0	7 8 0	7 8 0
Allahabad	4 8 0	4 8 0	5 0 0	5 0 0	12 8 0	12 8 0
<i>Central—</i>						
Banda	3-0 and 4-0	2-0 and 3-0	4-0 to 5-0	4-0 and 4-8	7-8 and 9-6	7-9 and 9-0
Ratehpur	2 8 0	2 8 0	3-8 „ 4-0	3-8 to 4-0	5-10 „ 7-8	5-10 „ 7-8
Hamirpur	3 0 0	3 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Jalaun	3-0 to 4-0	3-0 to 4-0	4-0 to 6-0	4-0 to 6-0	8 0 0	8 0 0
Cawnpore	3 12 0	3 12 0	4-0 and 5-0	5-0 and 6-0	7-8 and 9-6	7-8 and 9-6
Etawah	4 4 0	4 4 0	5 0 0	5 0 0	9 8 0	9 8 0
Kanunghabad	5 8 0	5 0 0	5 0 0	5 0 0	10 0 0	10 0 0
Mainpuri	4-0 and 5-0	4-0 and 5-0	4-0 to 6-0	4-0 to 6-0	8-0 to 20-0	8-0 to 12-0
Etah	4-0 „ 5-0	5 0 0	4-8 and 5-0	4-8 and 5-0	8-0 „ 12-0	9-0 „ 12-0
<i>Western—</i>						
Jhansi	3-0 and 3-8	3-0 and 3-8	5-0 and 6-0	5-0 and 6-0	10-0 and 12-0	10 6 and 12-0
Agra	4-0 „ 5-0	4-0 „ 5-0	4-0 „ 5-0	5-0 „ 6-0	10-0 „ 11-0	10-0 to 12-0
Muttra	4 11 0	4 11 0	5 0 0	5 0 0	9 4 0	9 4 0
Aligarh	4 0 0	3 12 0	4-0 and 5-0	4-0 and 5-0	8-0 to 12-0	10 0 0
Bulandshahr	4 0 0	4 0 0	5 0 0	5 0 0	8-0 and 10-0	8-0 and 10-0
<i>Sub-montane—</i>						
Ballia	3 12 0	3 12 0	4 0 0	4 0 0	7 8 0	7-8 and 8-0
Azamgarh	3 12 0	3 12 0	5 10 0	5 0 0	7 8 0	7 8 0
Gorakhpur	3 12 0	3 12 0	4-0 and 5-0	4-0 and 5-0	7-8 and 9-12	7-8 and 9-12
Basti	3 12 0	3 12 0	4-0 „ 5-0	4-0 „ 5-0	8-0 to 12-0	8-0 to 12-0
Shahjahanpur	2-0 to 3-0	2-0 to 3-0	3-8 to 6-0	3-8 to 6-0	7-0 „ 10-0	7-0 „ 10-0
Budaun	3 0 0	3 0 0	4 0 0	4 0 0	8 0 0	7 8 0
Pilibhit	4 0 0	4 0 0	4 8 0	4 8 0	10 0 0	10 0 0
Bareilly	3 12 0	5 0 0	4 0 0	5 0 0	7 8 0	7 8 0
Moradabad	4 0 0	4 0 0	4-0 and 5-0	5 4 0	10-0 and 12-0	10 0 0
Naini Tal	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Almora	4-0 to 8-0	4-0 to 8-0	5-0 and 6-0	5-0 and 6-0	10-0 to 12-0	10-0 to 12-0
Bijnor	4 12 0	4 0 0	5 0 0	5 0 0	7 8 0	7 8 0
Muzaffarnagar	4-0 and 5-0	5 0 0	4-0 and 5-0	4-0 and 5-0	12-0 and 14-0	12-0 and 14-0
Meerut	4-0 „ 5-0	4-0 and 5-0	5-0 „ 6-0	5-0 „ 6-0	12-0 „ 15-0	12-0 „ 15-0
Saharanpur	5 0 0	5-0 „ 6-0	5 0 0	5-0 „ 6-0	10 0 0	10-0 „ 12-0
Dehra Dun	4 0 0	6-0 to 7-0	5 0 0	5-0 to 6-0	10 0 0	12-0 to 15-0
Garhwal	5 10 0	5 10 0	5 0 0	5-0 „ 6-0	10-0 to 15-0	10-0 „ 15-0
<i>dh—</i>						
<i>Southern—</i>						
Partabgarh	3 0 0	3 0 0	3 8 0	3 8 0	6 0 0	6 0 0
Sultanpur	3 12 0	3 12 0	5 0 0	5 0 0	7 8 0	7 8 0
Rae-Bareilly	3-8 and 4-0	4 0 0	4-0 and 4-8	4 8 0	7-0 and 8-0	8 0 0
Unao	3 12 0	4 0 0	5 0 0	5 0 0	9-4 „ 11-4	8 0 0
Lucknow	4 0 0	4 0 0	4 8 0	4 8 0	11-4 „ 15-0	11-4 and 15-0
Hardoi	4 0 0	4 0 0	5 0 0	4 0 0	10 0 0	8 0 0
<i>Northern—</i>						
Fyzabad	2 13 0	2 13 0	4 0 0	4 0 0	7-8 to 9-6	7-8 to 9-6
Barabanki	4 0 0	4 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Gonda	3 0 0	3 0 0	3 8 0	3 8 0	8 0 0	8 0 0
Bahraich	3 0 0	3 0 0	4-0 and 5-0	4-0 and 5-0	10 0 0	10 0 0
Sitapur	4 0 0	4 0 0	4 0 0	4 0 0	8 0 0	8 0 0
Kheri	4 0 0	3 12 0	5 0 0	4 8 0	9 6 0	8-0 and 8-8
<i>putana—</i>						
<i>Eastern—</i>						
Partabgarh	7 8 0	7 8 0	5 10 0	5 10 0	15-0 to 16-14	15-0 to 16-13
Banswara	5 0 0	5 0 0	5 0 0	5 0 0	11-4 „ 18-12	11-4 „ 18-12
Meywar (Oodeypore)	4-0 to 6-0	4-0 to 6-0	5-8 to 7-0	5-8 to 7-0	25-0 „ 35-0	25-0 „ 35-0
Sirohee	5 8 0	5 8 0	4 8 0	4 8 0	10 0 0	10 0 0
Erinpura	6 0 0	6 0 0	6 0 0	6 0 0	12 0 0	12 0 0
Ajmere	5-0 to 8-0	5-0 to 8-0	5-0 to 8-0	5-0 to 8-0	7-8 to 15-0	7-8 to 15-0
Abu	7 0 0	7 0 0	6 0 0	6 5 0	18 12 0	18 12 0
Kishengarh	4-0 to 5-0	4-0 to 5-0	5-0 to 7-0	5-0 to 7-0	4-8 to 15-12	4-0 to 15-12
Boondee	5 10 0	5 10 0	5 10 0	5 10 0	7-8 „ 15-0	7-8 „ 15-0
Kotah	4 0 0	4 0 0	4 0 0	4 0 0	7-8 „ 8-0	7-8 „ 8-0
Jhallawar	4-0 to 5-0	4-0 to 5-0	4-0 to 7-0	4-0 to 7-0	5-0 „ 30-0	5-0 „ 30-0
Tonk	7 8 0	5 10 0	2 13 0	5 10 0	7 8 0	7-8 „ 15-0
Jeypore	2-0 to 3-0	2-0 to 3-0	3-8 to 6-0	3-8 to 6-0	7-8 to 10-5	7-8 „ 10-5
Kerowlee	4 0 0	4 0 0	...	...	6-0 „ 8-0	6-0 „ 8-0
Dholpur	1-14 to 4-11	1-14 to 4-11	...	...	5-10 „ 20-0	5-10 „ 20-0

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—continued.

DISTRICTS.	AVERAGE WAGES PER MONTH					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Rajputana—contd.						
Eastern—contd.						
Bharatpur	1-8 to 3-0	1-8 to 3-0	...	...	4-0 to 17-0	4-0 to 17-0
Uthwar	4-0 " 6-0	4-0 " 6-0	4-8 to 6-0	3-0 to 7-0	6-0 " 15-0	6-0 " 15-0
Deoli Cantonment	3-12 " 5-10	5 10 0	...	5 15 0	5-10 " 9-6	7-8 " 10-0
Nusserebad Cantonment	7 8 0	7 8 0	6-0 to 9-0	6-0 to 9-0	10-0 " 15-0	10-0 " 15-0
Hilly Tracts of Meywar	5 4 0	5 4 0	4 9 0	4 9 0	9-0 " 15-0	9-6 " 15-0
Bálmér	5 8 0	5 10 0	...	...	9 8 0	9 8 0
Anádra	7 0 0	7 0 0	6 0 0	6 0 0	...	...
Shahpoora	5 10 0	5 10 0	3 12 0	5 10 0	7 8 0	7-8 to 10-0
Western—						
Jodhpore	7 8 0	4 11 0	5 10 0	5 10 0	13 8 0	13 8 0
Jeysulmere	8 0 0	11 0 0	5 0 0	5 0 0	15 0 0	15 0 0
Bikaner	4 13 6	4 11 0	3 15 9	4 3 6	8-7 to 12-10-6	8-7 to 10-0
Central India—						
Indore	6 0 0	5 8 0	7 0 0	7 0 0	15 0 0	15 0 0
Nimach Cantonment	5 10 0	5 10 0	7 0 0	7 0 0	12-0 to 13-0	12-0 to 13-0
Gooná	5-0 to 6-0	4-0 to 5-0	5-0 to 6-0	4-0 to 5-0	10-0 " 15-0	12-0 " 15-0
Gwalior	5 10 0	4 11 0	6 0 0	5 0 0	11-4 " 15-0	14 1 0
Panjab—						
Southern—						
Hissar	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Ferozepore	6 0 0	6 9 0	6 0 0	6 0 0	17 8 0	15 0 0
Montgomery	8 0 0	9 0 0	6 0 0	6 0 0	14 0 0	18 0 0
Central—						
Gurgaon	6 0 0	5 8 0	5 8 0	6 8 0	12 8 0	13 1 0
Delhi	5 10 0	5 10 0	5 10 0	5 10 0	12 3 0	12 3 0
Rohatak	6 0 0	6 0 0	6 0 0	6 0 0	9 5 4	9 5 4
Karnál	7 8 0	7 8 0	6 0 0	6 0 0	15 0 0	15 0 0
Lahore	5 0 0	8 0 0	6 0 0	6 8 0	15 0 0	15 0 0
Sub-montane—						
Umballa	7 8 0	7 8 0	5 0 0	5 0 0	12 0 0	12 0 0
Ludhiána	6 0 0	5 0 0	5 8 0	6 0 0	12 6 0	11 0 0
Jullundur	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Hoshiarpur	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Gurdáspur	5 10 0	5 10 0	6 0 0	6 0 0	15 0 0	15 0 0
Amritsar	7 0 0	7 0 0	5 8 0	5 8 0	14 8 0	14 8 0
Hills—						
Simla	10 5 0	6 9 0	6 4 0	6 1 6	13 9 6	13 9 6
Kángra	7 8 0	7 8 0	6 0 0	5 10 0	15 0 0	15 0 0
North-western—						
Sialkot	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Gujránwála	5 8 0	5 8 0	5 8 0	5 8 0	13 8 0	13 8 0
Gujrát	5 0 0	4 0 0	5 0 0	4 0 0	10 5 0	10 5 0
Jhelum	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Ráwalpindi	6 0 0	7 0 0	6 9 0	6 9 0	21 14 0	24 0 0
Hazára	7 0 0	7 0 0	7 8 0	7 8 0	22 8 0	20 0 0
Pesháwar	5 8 0	5 8 0	6 8 0	6 8 0	20 8 0	18 0 0
Kohát	7 0 0	7 0 0	6 0 0	6 0 0	23 0 0	23 0 0
Western—						
Shahpur	3 8 0	3 8 0	6 0 0	6 0 0	13 0 0	13 0 0
Jhang	4 0 0	7 0 0	6 0 0	8 0 0	15 0 0	20 0 0
Mooltan	9 0 0	9 0 0	7 0 0	7 0 0	18 0 0	17 0 0
Bannu	6 1 0	6 1 4	6 0 0	6 0 0	15 13 0	15 13 0
D. I. Khan	5 0 0	5 0 0	6 0 0	6 0 0	21 4 0	21 4 0
Muzaffargarh	4 8 0	6 9 0	6 8 0	6 9 0	16 4 0	18 0 0
D. G. Khan	4 0 0	7 8 0	6 0 0	6 0 0	15 0 0	15 0 0
Sind and Baluchistan—						
Karáchi	15 0 0	10-0 to 18-0	12 0 0	10-0 to 15-0	30 0 0	20-0 to 30-0
Hyderabad	15 0 0	10 0 0	10 0 0	10 0 0	30 0 0	30 0 0
Thar and Pákar (Umar-kot).	10 0 0	11 0 0	8 0 0	8 0 0	20 0 0	22 0 0
Sukkur (Shikárpur)	8 0 0	15 0 0	9 0 0	10 0 0	30 0 0	30-0 to 30-0
Upper Sind Frontier	8 0 0	8 0 0	8 0 0	8-0 to 9-0	22-8 to 30-0	22-8 to 30-0
Quetta	15 0 0	15 0 0	10-0 to 15-0	10-12 and 15-0	30-0 " 40-0	30-0 " 40-0

AGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—continued.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Baroda—						
Baroda—						
Karwar	8 7 0	8 7 0	10 0 0	10 0 0	18-12 to 22-8	18-12 to 22-8
Ratnagiri	6 4 8	7 13 9	7 8 6	8 0 2	12-9 " 15-1-4	9-6-10 to 15-1-4
Alibag (Colaba)	5 10 0	7 8 0	10 0 0	10 0 0	22 8 0	18-12 " 22-8
Bombay	11 0 0	11 0 0	9 8 0	9 8 0	27-8 to 42-0	27-8 " 42-0
Tanna	11 0 0	7-8 to 11-4	9 0 0	7-0 to 12-0	22 8 0	18-12 " 30-0
Central—						
Dharwar	7 8 0	7 0 0	7 8 0	6 0 0	15-0 to 22-8	12-0 to 18-0
Belgaum	6 10 8	6 14 11	8 8 4	8 15 3	14 13 4	15 13 7
Satara	5 15 3	6 9 0	7 13 4	8 0 0	15-1-4 to 17-6-3	15-0 to 18-12
Sholapur	8 0 0	7 0 0	10 0 0	10 0 0	20-0 " 30-0	15-0 " 22-8
Bijapur	6 8 0	7 8 0	7 0 0	8 0 0	18-12 " 22-8	18-12 " 22-8
Poona	7 8 0	7-8 to 9-6	6-0 to 9-0	6-0 to 7-8	15-0 " 30-0	15-0 " 22-8
Khandesh—						
Ahmadnagar	9 0 0	8-0 to 10-0	8-0 to 10-0	8-0 to 11-0	22 0 0	22-0 to 30-0
Nasik	9 0 0	9 0 0	9 0 0	9 0 0	15-0 to 30-0	15-0 " 30-0
Dhulia (Khandesh)	7 8 0	9 6 0	7 8 0	9 3 0	22-8 " 20-4	22 8 0
Mysore—						
Surat	6-0 to 9-0	6-0 to 9-0	8-0 to 10-0	7-0 to 10-0	15-0 to 25-0	19-0 to 30-0
Broach	7 0 0	7 0 0	7 8 0	7 8 0	15-0 " 30-0	16-0 " 30-0
Kaira	5 10 0	3 4 6	9 0 0	9 0 0	11-4 " 22-8	5-5-3 " 18-12
Baroda (Camp)	7 8 0	7 8 0	7 0 0	7 0 0	18-12 " 22-8	18-12 " 22-8
Ahmadabad	6 0 0	7 0 0	7 8 0	8 0 0	18 12 0	18 12 0
Godra (Panch Mahals)	5 0 0	5 0 0	7 0 0	7 0 0	15-0 to 19-0	15-0 " 19-0
Deesa Cantonment	5 10 0	5 10 0	8 0 0	8 0 0	18 12 0	18 12 0
North-Western—						
Rajkot	10 0 0	10 0 0	8 0 0	8 0 0	15-0 to 22-8	15-0 to 22-8
Central Provinces—						
Western—						
Nimar	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Khandwa-Airgarh Cantonment	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Hoshangabad	6-0 to 7-0	6-0 to 8-0	6-0 to 7-0	6-0 to 7-0	12-0 to 30-0	15-0 to 30-0
Betul	4 0 0	6 0 0	6 0 0	7 0 0	15-0 " 20-0	14-0 " 19-0
Chhindwara	5 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Nagpur	5 8 0	4 0 0	6 0 0	6 0 0	11 0 0	15 0 0
Wardha	6 0 0	5 0 0	6 0 0	6 0 0	7-8 to 15-0	15 0 0
Central—						
Narsinghpur	4 0 0	4 0 0	6 0 0	6 0 0	12-0 to 16-0	12-0 to 16-0
Saugor	4 0 0	3-0 to 5-0	6 0 0	5-0 to 7-0	9-0 " 10-0	8-0 " 12-0
Damoh	4 11 0	4 11 0	6 0 0	6 0 0	11-0 " 11-4	11 4 0
Jubbulpore	3 4 0	3-0 to 4-0	4-0 to 6-0	4-0 to 6-0	10-0 " 15-0	10-0 to 15-0
Baghalkhand (Sutna)	4 8 0	4 8 0	5 0 0	5 0 0	14 0 0	14 0 0
Mandla	4 0 0	4 0 0	6 0 0	6 0 0	10-0 to 12-0	12 0 0
Seoni	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Balaghāt	4 0 0	3 0 0	5 0 0	4-0 to 5-0	15 0 0	6-0 to 10-0
Bhandāra	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Chānda	4 0 0	3 15 0	5 0 0	5 1 0	11-4 to 15-0	9-14-6 to 13-2
Eastern—						
Bilāspur	6 0 0	6 0 0	8 0 0	8 0 0	15 0 0	15 0 0
Raipur	5-0 to 6-0	4-0 to 6-0	7-0 to 8-0	6-0 to 8-0	15-0 to 23-0	15-0 to 25-0
Sambalpur	2 12 4	2 12 4	7 0 0	7 0 0	12 0 0	18-0 " 30-0
Madras—						
Buldāna	5 10 0	6 0 0	7 0 0	7 0 0	22 8 0	22 8 0
Bāsim	7 0 0	6 0 0	6 0 0	7 0 0	22 0 0	20 0 0
Akola	7 8 0	7 8 0	7 8 0	6 9 0	22 8 0	22 8 0
Ellichpur	6 12 0	7 11 0	7 10 0	8 7 0	19 8 0	21 11 0
Amrāoti	6 0 0	6 0 0	6 0 0	6 0 0	18 2 0	19 5 0
Wūn	5 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Hyderabad's Territories—						
Secunderabad	5-0 to 7-0	4-4-5 to 5-15-10	5-0 to 7-0	4-4-5 to 5-15-10	13-0 to 30-0	11-1-11 to 25-10-7
Bolāram . . . . .	...	...	5-2-1 to 6-13-6	5-2-1 " 6-13-6	9-11 " 25-10	9-11-0 " 19-3-6
Chadarghat	7 8 0	6 8 8	8 0 0	6 13 6	15 0 0	12 13 4

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 30th JUNE 1894, COMPARED WITH THE WAGES IN THE CORRESPONDING PERIOD OF THE PRECEDING YEAR—concluded.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter or Blacksmith.	
	1893.	1894.	1893.	1894.	1893.	1894.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
Madras—						
<i>Malabar Coast—</i>						
Malabar	7 5 8	7 5 8	6 11 2	6 11 2	14-14-8 to 16-6-8	14-14-8 to 16-6-8
S. Canara	6 14 0	6 14 0	6 12 0	6 12 0	16-14 " 18-12	10-14 " 18-12
<i>South, central—</i>						
Coimbatore	5 2 8	5 0 0	6 5 4	6 5 4	16-10-8 to 20-0	16-4 to 18-12
Nilgiris	7 8 0	7 8 0	8 12 0	8 12 0	23 12 0	23 12 0
Salem	3 12 0	3 12 0	5 2 8	5 2 8	11-10-8 to 12-10-8	11-10-8 to 12-10-8
<i>Central—</i>						
Bellary	6 4 0	6 4 0	7 0 0	7 0 0	18-12 to 20-10	18-12 to 20-10
Anantapur	6 0 0	6 0 0	8 0 0	8 0 0	20 0 0	20 0 0
Cuddapah	7 8 0	7 8 0	7 8 0	7 8 0	15 0 0	15 0 0
Kurgoal	5 10 0	5 10 0	6 0 0	6 0 0	15-0 to 18-12	15-0 to 18-12
<i>East Coast, north—</i>						
Ganjam	4 2 6	4 2 6	5 12 0	5 12 0	9-11 to 12-3	9-3-6 to 11-12
Vizagapatam	4 10 9	4 10 9	5 8 0	5 8 0	10-14 " 13-1-6	11-5-6 " 13-1-6
Godavari	5 10 8	5 13 4	5 10 8	6 2 8	14-4 " 15-4	15-10-8 " 16-10-8
<i>East Coast, central—</i>						
Kistna	6 10 8	7 2 8	7 5 4	7 5 4	17-4 to 19-9-4	17-4 to 19-9-4
Nellore	6 0 0	6 0 0	6 12 0	6 12 0	15-0 " 17-8	15-0 " 17-8
<i>East Coast, south—</i>						
Madras	6 0 0	6 0 0	6 8 0	6 8 0	13-0 to 16-0	13-0 to 16-0
Chingleput	4 15 0	4 15 0	5 4 0	5 4 0	13-8 " 16-6	13-8 " 16-6
N. Arcot	5 14 5	5 14 5	6 6 5	6 6 5	15-11-2 " 17-14-5	15-11-2 " 17-14-5
S. Arcot	5 1 4	5 1 4	6 3 4	6 3 4	11-14 " 13-2	11-14 " 13-2
Tanjore	6 7 4	5 4 4	6 8 0	6 8 0	16-2 " 16-5	15-12 " 15-12
Trichinopoly	6 10 0	5 14 0	7 0 0	7 0 0	13-2 " 14-1	13-2 " 14-1
<i>Southern—</i>						
Tinnevely	5 4 0	5 4 0	6 10 8	6 10 8	12-6-8 to 14-13-4	12-6-8 to 14-13-4
Madurai	5 5 0	5 9 0	5 14 0	5 14 0	12-13 to 13-7	12-13 to 13-7
Mysore—						
Mysore	7 8 0	7 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Bangalore	5-0 to 10-0	5-0 to 10-0	5-0 to 7-0	5-0 to 7-0	11-4 to 22-8	11-0 to 22-8
Kolar	5 0 0	5 0 0	7 0 0	7 0 0	15 0 0	15 0 0
Tumkur	7 8 0	7 8 0	6 0 0	6 0 0	15-0 to 25-0	15-0 to 25-0
Hassan	2-8 to 5-0	5 10 0	8 0 0	8 0 0	18-12 " 30-0	30 0 0
Kadur	6 0 0	7 0 0	8 0 0	8 0 0	22 0 0	22 0 0
Shimoga	2-8 to 5-0	2-8 to 5-0	3-0 to 8-0	3-0 to 8-0	10-0 to 25-0	10-0 to 25-0
Chitaldroog	2-0 " 5-0	2-0 " 5-0	5-0 " 7-0	5-0 " 7-0	15-0 " 30-0	15-0 " 30-0
Coorg—						
Coorg	7-8 to 9-6	7-8 to 9-6	8 0 0	8 0 0	22 8 0	22 8 0
Aden	10-0 to 15-0	10-0 to 15-0	30-0 to 37-8	30-0 to 37-8

STEPHEN JACOB,

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FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch).

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, August 25th, 1894.

General Summary.—Ordinary monsoon weather prevailed during the week over the greater part of India. The depression which at the close of the previous week had commenced filling up near Nowgong ceased to exercise any influence on the weather, and had completely disappeared by the morning of the 20th. No new depression of any importance was formed during the week.

Rainfall has been general and well distributed over the whole country, and Rajputana and parts of the Punjab which were in need of rain received good favourable showers. A change in the pressure distribution on the 22nd diverted the Bay monsoon current from Burma to Bengal and the Bombay current to the south of the Peninsula. Hence rainfall fell off considerably in Burma during the latter half of the week and increased in Bengal, especially in North Bengal and North Bihar. On the 25th some heavy falls of rain were recorded in these areas, Darbhanga registering a fall of 6·04 inches, Dinajpur 5 inches, Jalpaiguri 2·75 inches, and Purnea 1·86 inches. Rainfall extended to the extreme south of the Peninsula, Tinnevely on the same day reporting a fall of ·59 inch, which is the first time that rain has fallen at that station since the commencement of the monsoon. Favourable rain has also been received in the western districts of the North-Western Provinces, where rainfall is in defect. Agra on the 24th registered the heavy fall of 4·13 inches, and another fall of ·84 inch on the following day.

The barometer fell briskly in Lower Burma on the 24th, and a change in the pressure distribution, accompanied by a shift in the direction of the winds at the Burma Coast stations, indicated the possible formation of a depression in the north of the Bay; but no important changes took place the next day, and no development of the disturbance was discernible before the close of the week.

The mean temperature of the week for the whole of India was 0·9° below the normal.

Daily Summary.—*Sunday.*—Pressure had changed but slightly, and its distribution remained practically unaltered. The depression of the previous week had continued filling up, and only a residual depression was discernible over Bundelkhand and the adjacent districts. Fairly general rain had fallen in Burma, Bengal, Assam, the North-Western Provinces, Rajputana, Central India, the West Coast districts, and the Central Provinces. Local showers had been received in the Punjab and the Deccan. The only falls exceeding 2 inches were—Akyab 2·99 inches and Malegaon 2·42 inches. Sambhar had received ·85 inch and Raichur ·75 inch.

Monday.—Pressure had again changed by small amounts, except in the south of the Peninsula, where it had fallen slightly to briskly. Pressure was considerably in defect in the West Coast districts, and was normal or in slight defect in North

Bengal, Assam, and the North Punjab. Temperature had increased rapidly in the Central Provinces, and high day temperatures had been registered in South Madras, Madura recording a maximum of 103° ; or 6.4° above the normal. Heavier rain had fallen in Burma and the West Coast districts. The following were the most important falls reported: Rangoon 2.34 inches, Bhamo 2.08 inches, Silchar 2.46 inches, Bombay 2.13 inches, and Cochin, Mercara, Toungoo, Thayetmyo, Akyab, Narayanganj, Berhampore, Dhubri, Benares, Ranikhet, Mussooree, and Chakrata amounts exceeding 1 inch.

Tuesday.—Pressure had risen briskly in Northern India and Burma, and had either fallen or remained stationary in Southern India. Pressure was very uniform in North-Western India, and gradients moderate in the Peninsula. In consequence of the change in the pressure conditions, winds on the West Coast were shifting slightly to north. Lower maximum temperatures had been recorded than for some time past. Rain had fallen over the greater part of India, the chief falls being Diamond Island 2.08 inches, Saugor Island 3.90 inches, Dehra Dun 2.23 inches, Umballa 2 inches, Mussooree 2.98 inches, Pachmarhi 2.03 inches, Ludhiana 1.99 inches, and Darjeeling 1.92 inches. Salem had received a fall of about 1 inch.

Wednesday.—A general rise of pressure had taken place all over India, the rise being greatest in the northern half of the Peninsula and South Bengal. Pressure was in moderate defect in Southern India, and in moderate to considerable excess in North-Eastern India and Burma. The monsoon trough of low pressure was in its normal position in August, extending from Upper Sind to Chota Nagpur. Winds had strengthened on the Bengal and Orissa Coasts, and easterly winds had extended over the whole of the Gangetic plain. Rain had fallen in parts of the Punjab and Rajputana and in nearly all other provinces. Sialkot had received 2.19 inches, Lahore 1.64 inches, Sambhar 2.87 inches, Nagpur 2.48 inches, Jeypore 1.08 inches, Seoni 1.3 inches, Trichinopoly 1.78 inches, Cuddapah .89 inch, Minbu 1.93 inches, Benares 2.55 inches, and Mangalore 2.08 inches.

Thursday.—Pressure continued in considerable excess in North-Eastern India. Pressure had fallen slightly in the Punjab, and the trough of low pressure had shifted slightly further north. Humidity had increased in the Deccan, Central India, Rajputana, and Sind, and the air was unusually damp in North-Western India. Rain had fallen off considerably in Burma. Moderate general rain had fallen in North Bengal and North Bihar, Jalpaiguri reporting 3.82 inches and Darjeeling and Darbhanga amounts exceeding 1 inch. Rain had been more general in the Deccan and Madras. Sutna had received a fall of 2.05 inches, Neemuch 1.27 inches, Cochin 1.66 inches, Dinajpur 1 inch, Gorakhpur 1.16 inches, Jeypore .90 inch, Cuddapah .96 inch, and Salem 1.49 inches.

Friday.—Pressure had changed irregularly, but the monsoon trough of low pressure still lay further north than usual along the foot of the hills in the Punjab, and pressure continued in considerable excess in North-Eastern India. South-west winds had extended from Rajputana across the whole of the North-Western Provinces. The highest maximum temperature in India had been recorded at Tinnevely, and was only 99.8° . Light showers had again fallen in Burma, and moderate general rain in Bengal, Assam, Bihar, and the North-Western Provinces. The most important falls reported were—Mymensingh 3.4 inches, Agra 4.13

inches, Sibsagar 2·37 inches, Cawnpore 2·04 inches, Jeypore 2·05 inches, and amounts exceeding 1 inch at Narayanganj, Bogra, Silchar, Gaya, Purneah, Patna, Darbhanga, Gorakhpur, Mount Abu, and Ajmere.

Saturday.—Pressure was in moderate to considerable excess in the north of the Peninsula and North-Eastern India. Pressure had fallen slightly at the coast stations of the Bay, but by small amounts. Winds were very light and irregular in direction in Burma, and had fallen off considerably at the head of the Bay. They were more northerly than usual in the Deccan. Heavy rain had fallen in North Bihar and North Bengal, and rain had been fairly general over Bengal, the North-Western Provinces, South-East Punjab, Rajputana, Central Provinces, and Central India. Rain had also fallen in South Madras, and Tinnevely had received ·59 inch. The most important falls were—Tavoy 3·01 inches, Narayanganj 2·89 inches, Mymensingh 4·4 inches, Dhubri 2·64 inches, Darjeeling 2·03 inches, Jalpaiguri 2·75 inches, Dinajpur 5 inches, and Darbhanga 6·04 inches.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India :

PROVINCE.	August 1894.							Mean variation of week.
	19th.	20th.	21st.	22nd.	23rd.	24th.	25th.	
Burma	0	0	0	0	0	0	0	0
Bengal and Assam	—1·5	—1·2	—0·8	—0·7	+0·7	+1·4	+1·2	—0·1
Bengal and Assam	—0·7	—1·1	—1·1	—1·4	—1·6	—1·4	—2·2	—1·4
North-Western Provinces and Oudh	—1·2	—0·3	—0·6	—1·5	—2·2	—2·5	—2·6	—1·6
Punjab	—2·6	—2·2	—2·7	—2·4	—3·3	—2·2	—0·9	—2·3
Bombay	—0·5	+0·1	+0·7	+0·5	+0·4	+0·8	+0·8	+0·4
Central Provinces and Berar	—4·2	—0·7	+1·1	—1·6	—1·6	—0·2	—0·3	—1·1
Central India and Gujarat	—1·0	—0·8	+0·5	—0·1	—1·3	—2·9	—1·8	—1·1
Sind and Rajputana	0	+0·2	0	—1·0	—1·8	—3·1	—4·0	—1·4
Madras	+1·3	+1·6	+1·9	—0·2	+0·3	—0·2	+0·6	+0·8
Mean for whole of India	—1·2	—0·5	—0·1	—0·9	—1·2	—1·1	—1·0	—0·9

Temperature rose in Burma with the partial cessation of rain on the 23rd, and continued in excess to the end of the week. The mean temperature at most stations in Lower and Central Burma on the 24th and 25th averaged between 2° and 4° above the normal. With the extension of rainfall into North-Western India temperature decreased, and the latter part of the week in particular was unusually cool in the Punjab, Sind, and Rajputana. The decrease in temperature was most marked in the day or maximum temperatures, which in Sind and Rajputana were in some cases 10° below the normal of the day. The highest maximum temperatures, which are usually registered in North Western India, have hence this week been unusually low. On the 25th Jacobabad was the only station in India which had registered a temperature of over 100°, and on the 24th a temperature of only 99·8° at Tinnevely in South Madras was the highest reported.

With the exception of Bombay and Madras, where only light rain has fallen, temperature has been steadily in defect in all the remaining provinces on nearly every day of the week. The mean temperature for the whole week was nearly normal in Burma, Bombay, and Madras, and in slight to moderate defect elsewhere. The defect was greatest in the Punjab.

The mean temperature for the whole of India was normal on the 20th and 21st, and in slight defect on all other days. It averaged 0.9° below the normal for the whole week.

Rainfall.—The rainfall of the past week has been lighter, but more generally distributed than for some weeks past. There have been very few cases of heavy local downpours, but good favourable rain has been received in districts where it was most wanted; as, for instance, in North Bengal, North Bihar, South Madras, and parts of the North-Western Provinces, Punjab, and Rajputana. In South Madras the deficiency in the monsoon rainfall at the close of the previous week was 48 per cent.; it has now been reduced to only 17 per cent. Burma has received less rain than for some time past, the rainfall for the week having been in defect of the normal average in all divisions. Northern India generally has received more rain than usual during the week, while the Peninsula, except the extreme south, has received less. Tinnevely has received its first shower since the commencement of the monsoon, and the western districts of the North-Western Provinces have received moderately heavy rain, Agra recording a fall of 4.13 inches on the 24th. Rainfall has been heaviest in Arakan, East Bengal, and the submontane hill districts of the Punjab. The following stations have reported the largest amounts:

	Inches.
Noakhali (East Bengal)	16.34
Gurdaspur (Punjab)	15.61
Rathedaung (Arakan)	15.23
Kangra (Punjab)	14.27

The rainfall data for Cherrapunji in the Khasia and Jaintia Hills have not been received.

The rainfall for the whole monsoon period is either normal or in excess everywhere, with the exception of Malabar (—32 per cent.), Mysore and Coorg (—31 per cent.), Hyderabad Deccan (—37 per cent.), South Central Madras (—32 per cent.), and the central districts of the Madras East Coast (—26 per cent.). Rainfall is hence in serious defect only in the south of the Peninsula.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING AUGUST 25TH, 1894.			RAINFALL DATA FROM JUNE 3RD TO AUGUST 25TH, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, June 3rd to August 25th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	7'30	7'96	— 6'66	165'36	116'28	+ 42
	Lower Burma	2'66	4'43	— 1'77	65'80	57'49	+ 14
	Central Burma	3'46	3'71	— 0'25	47'88	47'16	+ 2
	Upper Burma	2'61	?	?	22'77	?	?
	Arakan	5'32	5'73	— 0'41	132'19	124'90	+ 6
BENGAL AND ASSAM.	Eastern Bengal	7'76	3'70	+ 4'06	58'24	53'50	+ 9
	Assam (Surma)	5'42	6'15	— 0'73	77'44	92'46	— 16
	Do. (Brahmaputra)	3'71	3'23	+ 0'48	37'19	41'47	— 10
	Deltaic Bengal	3'26	2'96	+ 0'30	32'92	32'96	0
	Central Bengal	3'74	2'75	+ 0'99	33'56	31'91	+ 5
	North Bengal	5'80	3'83	+ 1'97	50'00	60'54	— 17
	Orissa	1'70	2'57	— 0'87	35'24	30'68	+ 15
	Chota Nagpur	2'40	3'13	— 0'73	39'97	32'80	+ 22
	Bihar (South)	3'15	2'61	+ 0'54	33'17	27'05	+ 23
	Do. (North)	4'10	2'18	+ 1'92	30'42	29'73	+ 2
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East)	4'22	2'68	+ 1'54	36'65	25'08	+ 46
	Do. (Submontane) (a)	3'50	2'21	+ 1'29	33'51	26'38	+ 27
	Oudh (South)	2'32	2'45	— 0'13	33'18	23'43	+ 32
	Do. (North)	2'65	2'36	+ 0'29	36'22	25'28	+ 43
	North-Western Provinces (Central).	2'79	2'53	+ 0'26	29'29	22'77	+ 29
	North-Western Provinces (West)	3'17	1'78	+ 1'39	18'11	18'69	— 3
	North-Western Provinces (Submontane). (b)	2'79	2'40	+ 0'39	39'51	29'00	+ 36
PUNJAB	Punjab (South)	1'56	0'77	+ 0'79	12'02	8'57	+ 40
	Do. (Central)	1'84	1'12	+ 0'72	14'71	13'75	+ 7
	Do. (Submontane)	5'56	1'51	+ 4'05	32'00	18'08	+ 77
	Do. (Hill Districts)	6'26	3'54	+ 2'72	77'77	47'84	+ 63
	Do. (North-West)	1'52	1'12	+ 0'40	18'07	11'63	+ 55
	Do. (West)	0'56	0'42	+ 0'14	5'57	4'56	+ 22
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	3'71	3'28	+ 0'43	71'63	78'93	— 9
	Madras (South Central)	2'42	1'04	+ 1'38	10'06	14'83	— 32
	Coorg	2'82	5'88	— 3'06	61'01	88'39	— 31
	Mysore	1'48	0'83	+ 0'65	11'14	16'21	— 31
	Konkan	3'81	4'51	— 0'71	91'37	90'14	+ 1
	Bombay Deccan	0'94	0'85	+ 0'09	23'23	16'45	+ 41
	Hyderabad (North). Khandesh	0'38	1'15	— 0'77	13'52	13'13	+ 3
CENTRAL PROVINCES AND BERAR.	Berar	0'91	1'76	— 0'85	23'00	22'24	+ 4
	Central Provinces (West)	1'99	2'16	— 0'17	29'48	26'93	+ 9
	Ditto (Central)	2'57	2'85	— 0'28	40'89	37'28	+ 10
	Ditto (East).	1'83	2'96	— 1'13	46'41	34'69	+ 34
BOMBAY (NORTH)	Gujarat	2'35	2'18	+ 0'17	41'31	32'89	+ 26
	Kathiawar	0'51	0'57	— 0'06	31'63	14'64	+ 116
	Sind	0'27	0'17	+ 0'10	8'74	3'80	+ 130
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	3'05	2'10	+ 0'95	28'51	27'09	+ 5
	Rajputana (East), Central India (West).	4'26	2'15	+ 2'11	21'00	20'13	+ 4
	Rajputana (West)	1'50	1'02	+ 0'48	11'12	9'69	+ 15
	East Coast (North)	1'14	1'28	— 0'14	15'67	15'73	0
MADRAS	Ditto (ditto) (a)	0	2'15	— 2'15	31'46	36'83	— 15
	Hyderabad (South)	0'63	1'58	— 0'95	8'80	13'93	— 37
	Madras (Central)	1'38	0'65	+ 0'73	9'68	9'28	+ 4
	East Coast (Central)	0'56	0'87	— 0'31	7'12	9'58	— 26
	Ditto (South)	1'62	1'03	+ 0'59	8'09	9'13	— 11
	Madras (South)	1'35	0'47	+ 0'88	2'96	3'56	— 17

W. A. BION,

Actg. Asst. Meteorological Reporter to the
Government of India.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

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SIMLA, 30th August 1894.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 25th August.*—Rainfall has been general; good in the Central and West Coast districts and Cuddapah, and fair elsewhere. Agricultural operations are in progress in all parts. Standing crops are generally good and improving after recent rains, but more rain is wanted in Vizagapatam and parts of Godavari, Nellore, Bellary, and Cuddapah. Harvesting of crops is going on with generally fair outturn. Pasture is improving and fodder-supply is adequate. Condition of cattle is good. Prices high, but generally stationary.

Bombay.—*For week ending 29th August.*—Rain has been general, but the total fall is insufficient in parts of Khandesh, Nasik, Thana, Poona, Ahmednagar, Sholapur, Satara, Bijapur, Belgaum, and Dharwar. Standing crops have been damaged by rats in Karachi, by floods and insects in Hyderabad, by insects in Satara, and withering in parts of Khandesh, Nasik, Ahmednagar, Sholapur, and Bijapur. Sowing or transplantation of early crops continues in Karachi, Kaira, Poona, Dharwar, and Kathiawar. Cotton sowing is retarded in Bijapur. Preparations for the late crops are progressing in Ahmednagar and Sholapur. Fodder is sufficient, except in parts of Nasik, Ahmednagar, and Sholapur. Prices are normal, except in parts of Ahmednagar, Sholapur, and Bijapur.

Bengal.—*For week ending 25th August.*—There was good general rain during the week over the whole province, including those districts of North Bengal and North Bihar where it had hitherto been deficient. Agricultural prospects are favourable, except in the flooded tracts of Orissa. From Cuttack it is reported that resowings in some of these tracts are again submerged. Transplanting of winter rice is proceeding generally, and is for the most part finished. The autumn crops are promising, but are to some extent damaged by excessive rain in the south of Bihar and Chota Nagpur. The harvesting of early rice and jute is progressing well. Sugarcane is a good crop. Cattle are generally doing well, except in the flooded tracts, where the fodder-supply has become scanty. Prices of common rice continue normal.

North-Western Provinces and Oudh.—*For week ending 29th August.*—The rainfall has been generally heavy throughout the week, causing injury to crops in many districts by floods. Agricultural operations are also retarded to a great extent by excessive rain, and a break is much needed. Prospects continue favourable. Weeding and transplanting of rice in progress. Prices are normal.

Punjab.—*For week ending 29th August.*—Rain has fallen in all districts except Peshawar. Sowings of autumn crops are still going on, and weeding of standing crops has commenced. Ploughings for spring crops are in progress. Condition and prospects of the standing crops are reported good to average, and the withered crops are reviving in Hissar. More rain is needed for the crops in Shahpur.

Field rats continue to damage the crops in parts of Ferozepore and Lahore. Condition of cattle is generally reported good, and fodder is sufficient throughout the province. Prices are high in one district, rising in one, falling in another, and low elsewhere.

Central Provinces.—*For week ending 29th August.*—The weather has been cloudy with occasional light falls of rain. A break, however, appears to have set in during the latter part of the week in all districts except Saugor, where the weather continues to be wet. Prospects in Saugor have been marred to some extent in consequence. The recent sown *til* (sesamum) in this district has been swamped in places. *Fowar* (*Sorghum vulgare*) is reported to be suffering from excess of moisture in part of one tahsil of the Chanda district; elsewhere prospects continue favourable. The numbers employed on relief works in Saugor and Damoh have risen to 6,877 and 3,099 respectively. Private gratuitous relief continues in Saugor city. Imports of grain in Saugor were 13,591 maunds (exclusive of figures for five country stations) and into Damoh 2,169 maunds. The price of wheat continues at 15 seers in Saugor and gram at 20 seers; in Damoh wheat and gram are selling at 11 and $14\frac{3}{4}$ seers respectively, being a little dearer than in the last week. Prices of wheat and gram in Narsinghpur continue at $13\frac{1}{2}$ and 20 seers respectively; in Hoshangabad the price of wheat continues at $14\frac{1}{2}$ seers, but the price of gram has risen to $16\frac{1}{2}$ seers.

Burma.—*For week ending 25th August.*—Rain has fallen throughout the province. Ploughing is well advanced and sowing and transplanting well in hand. Cultivation is impeded in three districts by cattle-disease. Crop prospects are generally good and fodder and water sufficient. The price of paddy is below normal and is steady.

Assam.—*For week ending 28th August.*—Weather seasonable. Harvesting of early and transplanting of late rice still continue. Tea is doing well. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 29th August.*—**MYSORE:** Good rain in parts; slight elsewhere. Standing crops in good condition. *Ragi* (*Eleusine coracana*) sowings have been completed in Bangalore, Kolar, and parts of the Tumkur districts. Prices stationary.

COORG: Rainfall moderate. Transplanting of rice still continues, but more rain is required in the Kiggatnad taluka. Prospects of coffee, cardamum, and *ragi* (*Eleusine coracana*) fair. Fodder and water for cattle abundant. Prices continue normal.

Berar and Hyderabad.—*For week ending 29th August.*—**BERAR:** Weather cloudy and warm. Crops doing well, but more rain is much needed. Land is being ploughed for next spring crops. Sowings for autumn crops are finished in all districts; weeding continues. Fodder insufficient in parts of the Akola taluka only. Water-supply ample. Prices have risen in two districts, but are steady elsewhere.

HYDERABAD: Rainfall moderate. Want of rain is much felt in all parts. Tanks and wells have not yet received a sufficient quantity of water. Fodder is becoming scarce. Prices continue normal.

Central India.—*For week ending 29th August.*—Rain fell throughout Central India, except in the Western Malwa Agency, where and in the Neemuch district and parts of the Bhopal Agency more rain is required. Agricultural operations in progress in all parts. Standing crops and agricultural stock in fairly good condition. Pasturage good and sufficient. Prices of food-grains above normal in Bundelkhand and Goona ; normal in other Agencies.

Rajputana.—*For week ending 29th August.*—Rain generally good ; more rain is wanted in Ajmere and Bikanir. Agricultural operations, standing crops, and cattle are generally satisfactory. Crops damaged in parts of Ajmere and in Bikanir, except in low-lying fields, for want of rain. Fodder sufficient. Prices falling in five States, fluctuating in one, and steady elsewhere.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 28th August.*—Weather fine. Standing crops in good condition. Ploughing for spring crops going on. Prices continue normal.

JAMMU PROVINCE.—*For week ending 29th August.*—Frequent light showers of rain. Weather cloudy. Standing crops have not recovered from the effects of the excessive rainfall. Fodder abundant.

Nepal.—*For week ending 25th August.*—A fair amount of rain has fallen, and the state of the rice crop has improved.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Statistics.

REPORT BY THE GOVERNMENT INSPECTOR OF RAILWAYS, RANGOON, ON A COLLISION WHICH OCCURRED BETWEEN TWO PASSENGER TRAINS AT KYAUKSÉ, ON THE BURMA (STATE) RAILWAY, ON THE 14TH MAY 1894.

Description.

At about 17-6 o'clock on the 14th May a serious collision took place between No. 74 Down and No. 71 Up mixed trains at Kyauksé station, in consequence of which 18 passengers received various slight injuries.

2. Kyauksé station yard is 1,700 feet long between the north and south facing points, and is on a level gradient. In addition to the main or through line, there are two sidings—the "Platform" line on the west, and the "Goods" on the east side. The points of the latter take off from the main line about 200 feet inside those of the platform siding. Approaching the station from Rangoon there is a falling gradient of $\frac{1}{100}$ and 1,400 feet long. This gradient ends at the south facing points. On this approach is a reverse curve of 1,910 and 955 feet radii and 1,050 feet in length. The approach from the north is on a rising gradient of $\frac{1}{300}$. At 335 feet from the south facing points is the water column, and 535 feet further on is the main signal. The south distant signal is 1,370 feet from the facing points and 2,230 feet from the main signal. The site of the accident was opposite the water column.

3. The booked time for 74 Down train to arrive at Kyauksé is 17-1 hours, and of Up 17-8 hours. The actual times at which these trains arrived on the 14th May does not appear to have differed more than a minute or two from the booked times. No. 74 Down, having come in first, was standing at platform line when 71 Up came in sight. The signals for the latter train were duly lowered, although there was no pointman at the south facing points, and those points being set for the platform line a collision resulted.

4. Of the 18 persons injured, only two went to hospital, and they were discharged next day.

5. The damage to rolling stock was comparatively small.

6. The following is the principal evidence.

Statement of A. Subbiah Pandaram, Station Master, Kyauksé.

Line clear was given for both trains as usual to cross here. 74 Down arrived, and was received on the platform line. On its drawing up at the platform, I went to the rear brake to receive the packages; having taken them over, and asked the Guard if he should take any vehicles on, he replied "Full load," and having completed the station work, which was somewhat delayed by cover being missing, we were returning to the Station Office, and when about half way we heard the sound of a collision, and saw the train moving back at the same time.

I never gave any order to the porter to lower the signals for 71 Up, which was the train that came in collision with 74 Down, nor did he ask my permission.

My staff at this station consists of one jemadar, two pointsmen, and one porter. On the day of the accident one pointsman reported sick, and was sent to hospital about midday. 74 Down arrived here at 17-1 hours. The collision took place about 5 minutes after.

The proper time of arrival of 71 Up is 17-8. I cannot say at what time 71 Up arrived, but she left Minzu 5 minutes late, and appeared to me to arrive here before time one or two minutes.

After arrival of 74 Down and prior to the collision I spoke to the following people:

Mr. McNevin, Traffic Inspector of Accounts; merchant named Ishmail, the cooly Goung of the station, the Guard of 74 Down named Mr. Burke, and the Goods Clerk, Abdool Razack, and two others. I cannot recollect their names. I cannot say to whom I spoke first or last, or in what order, after having spoken to the Guard.

After the arrival of 74 Down and prior to the collision I was employed solely in getting packages and letters and work in connection of 74 Down. I did not come within three or four carriage lengths of my office.

When my pointsman reported sick, I ordered the jemadar to look after his work in my office. This was prior to the departing time of 68 Down, which the jemadar passed. Beyond telling the jemadar to simply look after the pointsmen's work, I gave no special orders.

I gave no special orders for 68 Down and 75 Up, but I did for 74 Down and 71 Up.

In the presence of the Pointsman Meerbux, I gave the jemadar orders to the effect that 74 Down would be admitted first to the platform line and 71 Up on the main line to run through, and to go to the south points to set them for 71 Up. The pointsman went to the north points and the jemadar to the south points to set them for 71 Up, and after he was instructed to go to the north points to receive 74 Down.

These orders were given after receiving the departing report of the train from either side.

The jemadar gave me no "All right" signal from the south points, but on passing the station he told me all was right. He then walked on to the north points, and signalled "All right."

The hand shunting of wagons which took place was performed before I gave line clear for 74 Down and 71 Up, and completed before I got departure reports, and also before line clear was given.

I gave the receiving instruction of 74 Down and 71 Up to the jemadar and pointsman after the shunting was completed. There was no shunting in the yard from the time of giving the instructions to the arrival time of 74 Down.

I gave orders for the lowering of the signals for the first train 74 Down to the porter, which was correctly carried out. The train was in sight at the time. The porter called my attention to the fact that 74 Down was in sight. I came out of my office and got the signal from the jemadar and pointsman at the north points, and then ordered the porter to lower the signals. At that time 71 Up was not in sight. I had no knowledge that 71 Up was in sight, and heard no whistle prior to the collision after the arrival of 74 Down. Ordinarily she should not have arrived here under 10 or 12 minutes, as she left 5 minutes late from Minzu.

Immediately after the collision I looked up and noticed that the home signal was lowered for 71 Up. I did not notice if the distant signal was lowered. I gave no orders for the lowering of the home signal or the distant signal.

I cannot say how the south facing points came to be incorrectly set. The jemadar told me previously that they were correctly set for the siding.

I have been a Station Master about 8 or 9 years, and have been posted at this station 3½ years.

A. SUBBIAH,

Station Master.

The 16th May 1894.

Recalled : I was on my way to the station, and had reached about half way when the accident happened. The dispute about the missing letter took place at the brake-van. Neither did the Guard as I returned a second time to the office. I don't know where the goods clerk was at the time of the accident. I handed him the way-bills at the brake-van, and then asked the Guard for the missing letter. I don't know when the goods clerk went. I am in the habit of calling both pointsmen to my presence when giving instructions to the jemadar.

. . . A. SUBBIAH.

Statement of Mr. F. W. McNevin, Traffic Inspector.

At the time of the collision I was about to enter the train, i.e., 74 Down, to go on to Minzu. I knew 71 Up was expected, but I neither heard it nor saw it arrive. I was standing at the waiting room door when 74 Down came in sight. On its arrival I looked for a carriage and found one closed, and went to the Station Master to have it opened. He was at the time near the brake-van. I then went back to the 2nd class carriage, and about 2 or 3 minutes after the collision happened. After the two trains had collided, I saw the Station Master running towards the engines. I cannot say if the Station Master gave any orders about the lowering of the signals. I did not see the porter lower any signals for 71 Up. I saw that the main signal was lowered. My attention was drawn to it by the Station Master using the expression : "B— fool has lowered the signal." I saw the porter about five minutes before the collision standing near the main signal.

A few seconds after the collision I observed the Station Master pass me, going towards the engine.

I did not see the goods clerk at the time of the collision, but afterwards at the site of the collision. I was at the site of the collision for a couple of minutes, and on my returning to the station, and before reaching the platform, I met Driver Allen coming towards the engine. I did not see the Guard. I remarked to Allen "That's rather a nasty collision," and he replied "I am just going to see."

To the best of my recollection, there were no 1st or 2nd class passengers in 74 Down at the time of the collision; in fact, I am almost certain there were none. I did not notice 71 Up. No one was seriously hurt of 74 Down. I do not know in regard to 71 Up.

The 22nd May 1894.

W. McNEVIN.

Statement of Ghazikhan, Jemadar of Kyauksé Station.

The departure bell of 71 Up was rung ten minutes before the bell of 74 Down. I was near to office at the time.

Having received the keys from the Station Master, who ordered me to go to the north points and set the points for the platform line, and then go to the south points, set them for 71 Up to run through, I went to the north points and set the 74 Down for the platform line. I allowed the train in after signalling to the Station Master. The home and distant signals had been lowered. I set the north points for 71 Up to run through, and was proceeding to the south points, and had got as far as the latrine, when I heard 71 Up whistle. I exhibited a danger signal and ran towards the south points, but before I could reach them the train 71 Up had come in over the points and collided with 74 Down on the platform line. There was no pointsman at the south points; he had gone to hospital in the morning. I received no instructions whatever from the the Station Master to see to the pointsman's duties.

When 68 Down arrived Meerbux was at his own points, the north, and I was at the south points. I have orders to be always at points to receive the first train. I asked the Station Master for orders, and he gave none. I got orders from the Station Master about 68 Down. He gave me no orders about the pointsman.

When 68 Down arrived I was at the north points to receive it, and was at the south when she went out.

I was at the station between the ringing of the two bells, i.e., for 74 Down and 71 Up.

After the second bell I got orders to allow 74 Down on the platform. The pointsman was at the north points when I received these orders. I was about 5 to 7 minutes at the north points before the train 74 Down arrived at the points. It took me 5 to 7 minutes to set the points for 71 Up and to come as far as the latrine, when I sighted 71 Up coming in, and heard the whistle. The hand shunting of wagons for 74 Down was done on line clear being given to Minzu, and was completed before the bell was rung intimating that 74 Down had left Minzu. The vehicles were taken out of a third line north and shunted to the third line south *via* the siding, i.e., the main line. They did not go over the south points.

The last time I went to the south points was when I hand shunted the wagons to be attached to 74 Down. They were then left set for the platform line. I never visited these points again until after the collision, when the train 71 Up backed.

I never visited and set the south points for 71 Up to run through, and I never came back and told the Station Master that they were correctly set. My instructions were, as previously stated, to receive 74 Down first and then go to the south points to set them for 71 Up, which I was unable to do, as the collision took place before I could get there.

I have been at this station for about six years, and during that time the procedure has been to be present at the north facing points for the first train, and then to set the opposite facing points for the second train to run through on the main line. I did not notice whether the signals were lowered for 71 Up or not. In my statement to the District Traffic Superintendent and Police on the 15th instant, I stated that I saw the main signal was lowered for 71 Up. I made a mistake in stating so. I have never been examined in the rules and regulations, and I know nothing about them. I work the trains according to orders from the Station Master.

When I arrived at the site of collision, I then noticed that the main signal was lowered for 71 Up.

I saw the porter standing near the office when I received the orders from the Station Master, when the departure bell of 74 Down was rung.

The Station Master, Subbiah Pandaram, recalled, states: The procedure at the station is in accordance with rules, and that the jemadar's statement is incorrect. That when trains cross the jemadar always goes to set the points for the second train first, whichever side it comes. The porter invariably lowers the signals at my orders. The porter on one occasion was running towards the lever handles with the intention of doing so, when I prevented him, and explained he was wrong in doing so. I did not report it.

A. SUBBIAH.

The 16th May 1894.

Station Master.

Statement of Porter Ratic Par.

The signaller told me to ring the bell for a train having left. I don't know for what train. I rung the bell, and about five minutes after I received orders to ring another bell for another train having left, and I understand that both trains had left. I saw 74 Down coming in and told the Station Master so, who was in his office at the time, and asked me what train. I said the Down train, and then the Station Master came out and said "Lower the signal."

The train came to a standstill at the platform, and when about half the passengers had got out, I heard the whistle of 71 Up, and saw it too. At that

time the Station Master was standing five paces north of the main signal, where I was standing. I called out to the Station Master that the Rangoon train was coming, and he told me to lower the signals. I lowered the signals. Shortly after the collision happened, and the Station Master asked me by whose orders did I lower the signals, and I replied "By your orders." He abused me and told me to run away. I asked him "Why should I run away? It was by your orders I lowered the signal." The Station Master ordered the policeman to arrest me, and I was taken to the guard.

The jemadar was at the station when I rang the bells, after which the jemadar went to the north points. I did not see him go to the south points; he is in the habit of going between the trucks. The whole time 74 Down was at the platform the Station Master was walking about near the station. I did not see him go to the brake-van, and at the time of the accident the Station Master was near the main signal.

I have been at Kyauksé Station since the 2nd of the month. Previous to my coming here I was a station durwan at Paleik. I was about two years at Paleik, and my work consisted in ringing the train bells when ordered. I have never before done the work of lowering the signals. I have witnesses, namely, the postman Ramdith and a Mahomedan who sells tea, etc., on the platform, Enaih, and another man named Isin, also a tea-seller; these men heard the Station Master give me the order to lower the signals. The lamp-man of the train, named Allibux, is another of my witnesses. When I lowered the signals I paid no attention to see if there was any one at the south facing points. It has been the custom here to keep the Up train waiting at the distant signal while the Down train is at the station, and the jemadar always goes to north facing points first to receive 74 Down.

Statement of the Goods Clerk, Abdool Razak, of Kyauksé.

I have been here about one month. I was at Sagaing before as a goods clerk for nearly a month. Altogether I have nearly two years' service. On the day of the accident I was not feeling very well. I was in the Station Master's office sitting down when 74 Down came in on to the platform line. The Station Master at that time was on the platform. The Station Master ran to the brake-van, and there began to check the goods. In the meantime I left the office and also went up to the brake-van, and took the road way-bills from the Station Master. Then the Station Master spoke to the Guard about taking on two wagons. He and the Guard were walking together up to the station, and I after a few minutes also left the brake-van and came to the 2nd class carriage; where the Traffic Inspector of Accounts was, with a view of talking to him. Just then, before I could speak to him, the collision happened, and then we all ran to see the site where the engine struck.

The porter here is a new man. He doesn't know anything about the signals. I did not hear the Station Master give the order to lower the signals. I did not see 71 Up coming in, nor did I hear any whistle. I have on previous days heard the porter ask the Station Master's permission to lower signals for these trains, but on this occasion I did not hear the porter ask the Station Master anything about lowering signals for either train. I heard the signaller tell the porter to ring the bells for 74 Down and 71 Up. I did not see the jemadar on the platform at all, nor did I hear the Station Master give any instructions to the jemadar about the crossing of the two trains. The working at this station with regard to the crossing of 74 Down and 71 Up is that 74 Down is invariably (whether she runs late or not) let on to the platform line first and 71 Up is detained outside the distant signal. I have never heard the Station Master give any instructions to the jemadar about the crossing of trains, and I do not know if trains are crossed in accordance with the rules laid down in Traffic Manual, Rule 57, page 33. I know this rule.

ABDOOL RAZAK.

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Recalled: States that after the collision the jemadar asked the Station Master why he lowered the signal before getting the "All right" signal from him from the south points. The Station Master gave no reply. The jemadar also said that he had not reached the south points, and was walking up showing a red flag.

Recalled: States when the accident happened, I remember seeing the Station Master talking to the Traffic Inspector of Accounts near the 2nd class carriage opposite the waiting room. I did not notice the Station Master go on a second time to the brake-van.

Guard E. A. Parker states: I was Guard of 71 Up on 14th May. After leaving Minzu, I came to about within a mile of the distant signal, when the Driver of my train whistled, and continued whistling until he reached the distant signal, when it was lowered. The home signal was lowered also: the latter first. I was on the footboard of my brake-van. We passed the distant signal at five miles an hour. When the Driver reached the main line facing points, he put on danger whistles. I ran to and put on my brake. At the same moment the two engines collided. I came only as far as my engine to see what had happened, and then returned to look after my passengers. I did not examine the points. There was one 1st class passenger from Kumai Road. He had ponies and luggage with him. He was not hurt at all. No 2nd class except a Guard going spare for duty at Mandalay. I found no one in my train who was injured. Afterwards my brakesman told me there were two with slight cuts.

I was standing on the right side of my brake-van. I looked out first from the left hand side, and saw the distant signal. I saw the gateman exhibiting the green flag. There was no pointsman.

I was so bothered and my time taken up with my passengers that I did not go to the station for some time, and then I heard no altercations between the Station Master and jemadar. I did not see the jemadar till my train was backed again. No one examined the points as far as I know. I did not. When I got to the engines, Driver Allen and Guard Burke were there. I did not get to the engines for some ten minutes, as I was looking to the passengers. This was the second time. I went the first time direct, speaking to the passengers on the way. It took me about two minutes. Every one was there, including the Driver and Guard of 74 Down train; the Assistant Permanent-way Inspector and Guard Nelson also.

E. A. PARKER.

Ramsarup, Brakesman, states: I was brakesman with 71 Up. We were coming towards Kyauksé when the Driver whistled for signals; the signal remained at danger, but was lowered as the engine came up to it. I saw the distant signal from the left hand side of my brake-van; also the home signal, which was lowered first. When the Driver got close to the level-crossing, he suddenly put on danger whistles, and I put on my brake. When I looked out again, the gateman had a red flag in his hand. I looked out on the right hand side. I cannot say how far he was off from me. A minute could not have elapsed between the danger signals being given and the collision taking place. There was no pointsman on the points. When the collision took place, my brake-van was about seven vehicles outside the main line points. The brake-van after the engines met ran about two vehicles lengths. Just before the collision I saw the jemadar coming towards my train running with a red flag.

Only two people were injured in my train—a Burman woman with a cut over her eye, and the Engineer sahib's syce, who was struck in the nose, which made it bleed.

I heard no conversation between the Station Master and any others. I immediately after the accident looked to the passengers. I then went to see the goods vehicles of my train, and later got to the engines, where every one was. Both Drivers and Guards were there.

Statement of Driver W. Stevenson.

I was Driver of 71 Up on the 14th instant. I left Minzu five minutes late. I shut off steam about a mile and a half from Kyaukse owing to there being a down grade. On approaching the station I gave one long whistle owing to the distant signal being at danger. I was about quarter of a mile from the distant signal when it was lowered at my second whistle, which was only a touch.

The home and the distant signals were lowered about the same time. I don't know which was lowered first. On rounding the second curve I crossed over to the left hand side of my engine to see if the ballast train coolies and the train itself were clear, and also looked ahead to see if the north facing points were manned, and seeing a man there I crossed over to the right side of my engine. I was then about two engine lengths from the south facing points, when I saw that the points were set for the platform line. I immediately reversed my engine and gave steam, and also applied my steam brake and my Fireman applied his hand brake, and I touched the whistle merely. On seeing that the collision was inevitable, I gave my Fireman and Jack orders to jump, which they did, and when about boiler's length from the engine of 74 Down, I jumped off myself. When I was crossing the south facing points, and as I saw the points set for the platform line, I was at that time going about five miles an hour. As soon as my engine struck the other, I jumped up and shut off steam, and opened the cylinder cocks. On examining my engine I found the buffer beam broken and the cowcatcher doubled up and broken. I removed the cowcatcher and proceeded with my train after backing and drawing up again on the main line. There was 52 minutes' detention to my train. As I was passing over the facing points, and about two or three boilers' length from the engine, I saw the Fireman on the engine of 74 Down. I cannot say what he was doing, and I don't know if he was looking at me, but I presume he was looking at my engine. I did not see him make any efforts to back his engine. I did not see the Driver of 74 Down on the engine or about it. I saw him a few minutes afterwards, when I was taking off the cowcatcher, coming up towards me. He also assisted to take off the cowcatcher. I also saw the Guard of 74 Down about the same time.

About two engines' length from the facing points I was on the right side of my engine, busy reversing and endeavouring to stop my train; and as I was on the outside of the curve coming into the station, I could not, and did not, see any danger flags which might have been exhibited to me from any one standing between the platform and main lines. I was about 400 yards from the facing points when I saw a man standing near the level-crossing and the points. I could not see where he was standing. He had a green flag in his hand. I can't say if the gateman showed a red flag after my engine passed him, as I was standing on the right side of my engine. I had a full load on, consisting of 27 loaded goods and 13 coaching; total 40. My reasons for telling my Fireman and jumping myself were because the wood was stacked on the fore part of tender ready for firing, and I foresaw it would come on the top of us if the collision took place. My second Fireman or Jack placed the fuel on the fore part of the tender. After the accident I saw some fuel which had fallen on the footplate; there was not sufficient to have killed any of us.

W. STEVENSON.

Statement of Baker, Fireman of Engine No. F-32 of 71 Up of 14th instant.

When our train was a little less than a mile off the distant signal, my Driver whistled a long whistle, because the signal was at danger. After a time he blew another whistle, and then the signal was lowered. At a distance of

three wagons' length from the facing points the Driver observed the points were set for the platform line, and I got orders to put on my brake, the Driver putting his steam brake on, and sounded his whistle.

When within two or three vehicle lengths of 74 Down engine the Driver ordered us to jump off the engine, and when we got within a carriage length we jumped off on the west, i.e., the main line side. I did not see the Driver jump. Then the collision took place. After the collision I saw the Driver on the engine holding the reversing lever. After the collision I saw the Driver of 74 Down coming alone from the station. Before the collision I noticed nobody on the engine of 74 Down, but after. I saw the Jack standing by the side of his engine on the main line side. Both main and distant signals were lowered for us to come in. We were going about 5 miles an hour when coming over the facing points, and when we struck we must have been going about 4 miles an hour. When we were approaching the points I saw no red flags. I saw a man standing at the level-crossing with a green flag. After the collision I saw the jemadar come running up.

Statement of Akbar, Jack of 71 Up.

I was the Jack of 71 Up. When the other side of the bridge, near a plan-tain plantation, my Driver blew a long whistle, because the distant signal was at danger. Two or three minutes after he again blew another short whistle, and the signal was lowered. After we came round the curve I saw the main signal was lowered. I saw a man standing at the level-crossing with a green signal.

About three wagons' length from the facing points the Driver saw that the points were set for the platform line. The Driver blew two or three whistles as soon as he saw the state of the points, and put on his steam brake and reversed his engine, and we put on the hand brake. When about two wagons' length from the engine of 74 Down the Jack and I jumped off the engine at orders from the Driver on the left side of the engine. On approaching the other engine I saw the Jack on the west of the train. I did not see the Driver or the Fireman. We were coming in over the facing points at about 5 miles an hour.

Statement of Meerbux, Pointsman of Kyaukse.

I live at the north points, and I am not in the habit of coming to the station to receive orders from the Station Master regarding the crossing of trains. The jemadar goes to the station for orders, and he gives me orders. I have never been called to the station for instructions. On the day of the collision I was not called by the Station Master to receive orders. When the departure bell of 74 Down from Belin was rung I was at the north points. The jemadar came from the station to my points, and told me that 74 Down was to be received on the platform line first; after it had passed over my points, the north points were to be set for 71 Up to run through, and after departure of 74 Down the same points were to be set for 71 Up to back on to the platform line. The jemadar remained at my points until 74 Down came to a standstill at the platform, and locked the points and set them for 71 Up himself, and handed me the keys to carry out the remaining instructions, and went towards the south points, running between the main and platform lines showing a red flag. He always runs towards the south points exhibiting a red flag. I heard him calling out "Ho, Ho," and he couldn't have reached further than the main signal when he heard the collision. My attention was drawn by the jemadar calling out, and, having a clear view of the south points, I saw 71 Up coming in on to the platform line, and I knew there would be a collision. The rules regarding the crossing of trains have never been explained to me. I always work according to instructions and use my common sense. I have never passed any examination, and have never been examined. When the collision happened, the jemadar must have reached the goods shed.

After the collision I did not leave my points, as I thought I should be doing wrong. The south pointsman went sick, and was sent to the hospital on the day of the collision. I did not see the jemadar coming from the south points between the tracks, but I saw him coming along the platform.

I have been a pointsman for about five years—two years in Thagaya, and then I took four months' leave. On my return Mr. Quinn would not give me any work, and I sat idle for one month, and then I worked for one month as a cleaner. Then Mr. Dunning appointed me here as a pointsman. I was known to Mr. Dunning when I got the appointment. I have been here over two years.

Statement of Traffic Inspector, Mr. Dunning.

I was on the Mu Valley section when the new Traffic Manual was issued. Some time in May 1893, I think, I received a wire from the District Traffic Superintendent to come and examine the jemadars and pointsmen from Myohoung to Shweda. I did so, and submitted certificates drawn up in the printed forms supplied by the office. I went through the whole section examining these men, and am positive I did not miss the jemadar at Kyauksé. I called up the whole of the staff, and could swear that the jemadar was one of those to whom the rules were read out and explained. I did not actually set the men an examination. There were no printed instructions which I could issue to the staff, and there are none now for the jemadar and pointsmen in the vernacular. I merely explained to the men the rules regarding the crossing and reception of trains in Chapter III of the Traffic Manual, and then questioned them on what I had explained immediately after. They have since received no subsequent explanation on the said ruling, as there was no question as to any misunderstanding.

CONCLUSION.

The primary causes of this accident were in my opinion—

- (i) the south facing points being wrongly set and the signals for No. 71 Up train being lowered, thus admitting that train to the platform line on which No. 74 Down train was already standing;
- (ii) the speed of the Up train being too great to allow of the Driver pulling up in time to prevent a collision taking place.

The contributory causes were the absence of a pointsman from the south facing points and the non-observance by the jemadar of Traffic Rules regarding the order in which facing points are to be set and locked for crossing trains.

2. From the evidence it appears that the jemadar went to the north facing points first, and having admitted No. 74 Down was proceeding towards the south facing points when, through negligence or misunderstanding, No. 71 Up train was admitted into the station. In the Traffic Manual, paragraph 57, clauses 1 and 2, it is clearly laid down that when two trains are timed to cross at a station, the jemadar must first go to the facing points for the *second* train, and, having properly set and locked them, he is then instructed to proceed to the point for the first train. When that train is admitted, he must return to the points for the second train, and, having seen that they are properly set, he indicates the fact to the Station Master by waving a green signal. The station signals are then lowered, and the second train is admitted. This procedure the jemadar professed to be ignorant of. He disclaimed all acquaintance with the rules, and threw the responsibility on the Station Master, whose orders he takes. Although the Station Master is technically responsible that rules are carried out, he is not expressly directed in paragraph 57 to see that the jemadar adheres to the procedure laid down for locking points. I consider, therefore, that the jemadar is primarily to blame for departing from that procedure, and that the Station Master has been lax in allowing any departure to take place.

3. The question of responsibility for the lowering of the signals is one that can only be determined by an expert in the credibility or otherwise of

witnesses. The porter who lowered the signals brought evidence to prove that the Station Master gave him orders to lower them; but a conviction against the latter could not be obtained, and on the whole, I think, it is doubtful if he gave any orders. When 71 Up train was approaching the distant signal, the Driver whistled for that signal to be lowered, and apparently it was put "off" at once. At that moment the Station Master appears to have been near the brake-van of 74 Down, and it is difficult to believe that he would from that position authorize the lowering of the signals. It is possible to assume that he took it for granted the porter had received an "All right" signal from the jemadar at the south facing points; and, if so, he acted with gross negligence. If the porter knew his duties, he would—if, as he asserted, he sought the Station Master's authority to lower the signals—have pointed out that no indication was received that the points were right, but a general ignorance of their duties and responsibilities appears to be a characteristic of the Kyauksé Station staff.

4. With regard to the Driver of 71 Up train, I consider he is to blame for not observing that the south facing points were not manned and for not having his train well under control, especially when approaching a station which is at the bottom of a down grade.

5. This accident brings to notice the necessity for the staff at stations being properly instructed in their duties and of Traffic Officers making enquiries as to the method of working actually in operation. In the case of jemadars, I think they should be supplied with copies of the rules they are paid to carry out.

6. The speed over facing points in Burma is restricted to 5 miles an hour (against 10 miles in India), but it is well known that such restrictions are no real safeguard against accidents. Drivers are not always cautious, but if they are informed by means of point indicators that there is danger ahead, they will be able to take steps before it is too late to avoid accidents of the nature of that which occurred at Kyauksé.

RANGOON;

The 12th July 1894. }

G. V. MARTYN,

Government Inspector.

(True copy.)

L. G. PRICKETT,

SIMLA;

The 28th August 1894. }

Offg. Under-Secy. to the Govt. of India,

Public Works Department.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Railway Statistics.

PROCEEDINGS OF A JOINT ENQUIRY INTO AN ACCIDENT WHICH OCCURRED
AT DURGAPUR STATION ON THE EAST INDIAN RAILWAY ON THE EVEN-
ING OF THE 18TH JUNE 1894.

COMMITTEE:

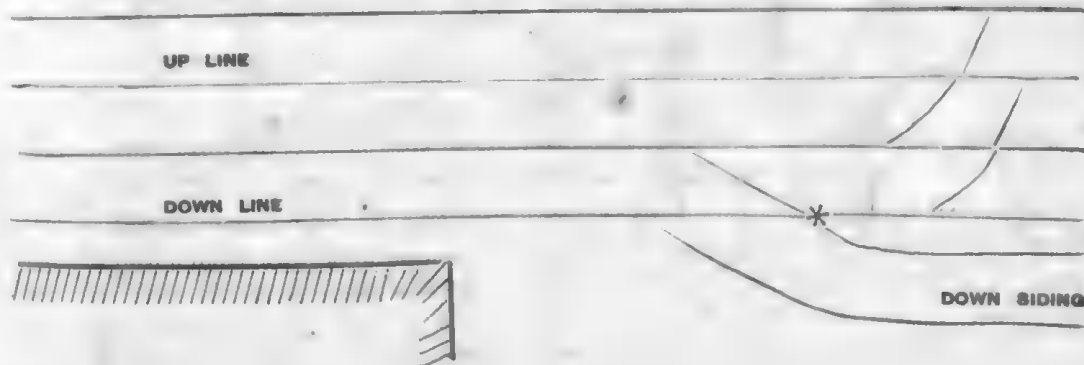
H. KELWAY BAMBER, *Assistant Carriage and Wagon Superintendent,*
President.
G. SAM, *District Traffic Superintendent, Howrah,*
R. STRACHEY, *Assistant Engineer,*
D. NEVILLE, *District Locomotive Superintendent, Asansol,* } *Committee.*

PRESENT:

MR. FRANKLYN LANG, *Government Inspector.*

PREAMBLE.

While two low-sided empty trucks, which had been detached from No. 59 Up Goods on 18th instant, were being hand shunted into the down siding, and before being clear of the crossing, they were run into by 74 Down Goods. The foremost truck mounted the platform, breaking about 50 feet of the coping and blocking the down line from 19-10 on the 18th to 7-30 on the 19th instant, during which time trains were passed on the up line under line clear messages. The engine was slightly and one wagon badly damaged.



EVIDENCE.

S. C. Ghose, age 51, service 33 years, Station Master, Durgapur: Two low-sided wagons were detached at this from 59 Up Goods, which arrived at 18-51. These wagons were shunted from the up to the down line by the train engine, and were being hand shunted on to the down siding. This was commenced as soon as 59 Up started at 18-56.

Before the wagons could be got clear of the crossing, they were run into by No. 74 Down Goods, which had left Ondal at 18-35, and had run into the station against the main and distant signals, which were at danger. Three danger hand-signal lamps were also exhibited by my porter, lampman, and signalman.

Myself and the Assistant Station Master were at the points when the shunting was being done.

The collision occurred at about 19-10 hours. I saw the clock in my office after I came in at 19-13.

I asked the Driver why he had run into the station when the signals were at danger, and he said because I could not stop my train.

I also asked the Guard why they did not stop, and he said because the signal was lowered when he first saw it, and had then been raised to danger.

We continued to push the wagons towards the siding until the engine was almost upon us.

Hurri Singh, Signalman, age 30 years, service 5 years : At about 18-30 an up train left Rajbandh, and the Station Master instructed me to lower the distant signal and to keep the main at danger, as he had to cut off some wagons.

When the train arrived, I went to man the points for the shunting. When going, the Babu told me to hurry up as a down train had left Ondal.

Before leaving the platform for the points, I did not lower the down distant signal, as I had then received no advice of a train having left Ondal.

After I had locked the cross-over points on the down line, I noticed a train running in at a high speed, and shouted to the Babu, who said "Show danger signals," and I did so; but as the train still came on, lights were shown by the porter and lampman. Then the collision occurred.

When I am away at the points, the signals are worked by one of the porters under orders from the Station Master. The signals that day were not lowered by any one. I know the distant signal was at danger, because the spectacle showed green towards the station.

E. C. Potter, Driver, age 30, service 1 year 7 months ; Railway experience in England 12 years : I left Raniganj with 74 Down Goods of 18th June with 52 loaded and empty wagons and a brake-van, gross load about 963 tons, at 18-12. I passed Ondal at about 18-24; when I struck the wagons at 19-5 hours.

On approaching Durgapur the distant signal was off and the main at danger, which allowed me to run into the station, when I expected to receive a caution message.

On getting near the points of the cross-over road on the down line, I saw by my engine head light a wagon which was being hand shunted.

I struck the wagons between the two. The first canted up and threw the other round on to the platform.

After the collision I went into the Station Master's office and told him to wire to all concerned. He came with me to the scene of the accident, and on my asking him why he had not kept my distant signal at danger, he said: "I don't know, Sir."

I put my steam brake on and reversed the engine as soon as I saw the truck, and whistled for my Guard's brake.

I think my speed when I struck the wagons was from two to three miles. I believe the Guard applied his brake when I whistled, as they were on when I went to look.

The Station Master said nothing to me about running in against signals.

The left sand-box and pipe were knocked off the framing foot-plate, and angle-iron broken, one buffer-lamp smashed, etc. The underframe of one wagon was badly damaged and both axles bent, and the other wagon received slight damages.

A. Jones, Fireman, age 25, service 2 months : On approaching Durgapur the distant signal was lowered for us to come in. I saw this myself, and when nearly at the station my Driver called out "Brakes hard on." The collision then occurred. I had my brake on as hard as I could. The Driver had his steam brake on and engine reversed.

F. W. Attlewhyle, Guard, age 24, service 6 months : I was in charge of 74 Down Goods of the 18th *ex* Asansol. We passed at 18-35, and on approaching Durgapur, the distant signal being off and the main signal on, I applied my brake as I expected to stop at Durgapur for a caution message. My load was 973 tons gross, 52 loaded with coal and a brake-van. When half the train had passed the distant signal, I heard the Driver give three whistles, and almost immediately felt a slight bump. At that time we were running, I should think, about 3 miles per hour.

I did not know that a collision had occurred, and, after waiting in the brake-van about a quarter of an hour, I then went to the engine and saw what had happened.

The Driver did not say anything to me about the accident, but I spoke to the Station Master, who was then at the engine, and asked why the signal had been lowered and why he shunted at night. He said the signal was not lowered, and asked the signalman, who said it had not.

We passed No. 59 Up within the distant signal.

E. C. Potter, Driver, recalled : When my engine passed the distant signal, we were running, I should say, at about 16 miles an hour.

We passed 59 Up Goods between the gate-house and the platform. I am certain it was inside station limits.

Neither my Fireman nor I saw any sign given by the Driver of 59 Up when passing us.

A. C. Paul, Assistant Station Master, Durgapur, age 30, service 12 years, four years Assistant Station Master : On the 18th instant I went off duty at 18 o'clock. I was not on the platform when 59 Up Goods arrived; but when I returned to the platform about 19 o'clock, I saw the brake-van lights of an up train, and a little way out of the station, as I was coming from my house, I heard an engine giving a prolonged whistle from the direction of Ondal. After a few minutes I heard three or four short whistles from the same direction. I then saw a down train come inside the distant signal. After that I heard two or three more short whistles, and then the collision occurred.

I was standing on the down platform when I saw the engine lights of the down train near the distant signal.

The Station Master was superintending the hand shunting of the two wagons detached from the up train.

When I first saw the engine lights of the down train, I also noticed that the distant signal was at danger. I saw the green spectacle glass.

I was not on duty when I saw all this, but was merely taking a walk on the platform after the accident. I assisted the Station Master all night.

Finding.

We find—

1st.—That the Driver of 74 Down Goods train passed the distant signal when at danger instead of pulling up at it, and then drawing in, thereby violating General Rule No. 234.

2nd.—That from the times recorded of the departure of 59 Up Goods and the arrival of 74 Down Goods, the Station Master was wrong in having attempted to shunt the wagons from the up train into the down siding with so small a margin of time on hand, thereby infringing General Rule No. 119.

We are of opinion that with a lighter load or increased brake power the Driver would have been able to pull up in time to have averted the collision.

H. KELWAY BAMBER.

G. SAM.

Conclusion arrived at by Government Inspector.

In this accident, as in the one at Rajbandh, which occurred later on the same night, the case turns on whether the distant signal was lowered or not. The Committee find in the case that the signal was not lowered. The evidence is very conflicting.

The two trains left Rajbandh and Ondal respectively at the same time. The first to arrive at Durgapur was No. 59 Up. The Station Master was distinctly to blame in shunting from up to down line, and leaving wagons there when he knew of the proximity of No. 74 Down. His excuse that the point lever of the down siding point was on the further side of No. 59 Up, and consequently that he had to wait for the departure of No. 59 Up before he could complete his shunting, is an unsatisfactory one.

I think that the inquiries held on this accident and the one at Rajbandh tend to show that there is no strict observance of method in handling the signals.

The signals seem to be worked by any one who may at the time be disengaged. The Station Master sometimes is present, sometimes sends his orders, and there is every chance of the signal being lowered without proper authority.

Under these circumstances, it would be quite possible for a man to have lowered the signal, believing the hand shunting of the two wagons to have been completed and the main line cleared.

A sketch plan* of the yard is appended.

CALCUTTA;

The 22nd June 1894.

FRANCKLYN LANG,

Government Inspector.

(True copy.)

SIMLA;

The 28th August 1894.

L. G. PRICKETT,

*Offg. Under-Secy. to the Govt. of India,
Public Works Department.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Statistics.

PROCEEDINGS OF A JOINT ENQUIRY INTO AN ACCIDENT WHICH OCCURRED
AT RAJBANDH STATION ON THE EAST INDIAN RAILWAY ON THE MORN-
ING OF THE 19TH JUNE 1894.

COMMITTEE :

H. KELWAY BAMBER, *Assistant Carriage and Wagon Superintendent,*
President.

G. SAM, *District Traffic Superintendent, Howrah,*

R. STRACHEY, *Assistant Engineer, Asansol,*

D. NEVILLE, *District Locomotive Superintendent, Asansol,*

} *Committee.*

PRESENT :

MR. FRANCKLYN LANG, *Government Inspector.*

PREAMBLE :

As No. 153 Up Goods of 18th instant *ex* Sealdah was being shunted at Rajbandh Station on the morning of the 19th instant from the up to the down line, it was run into by No. 19 Up Goods over the crossing, resulting in both up and down main lines being blocked from 3-10 to 6-50, when the down line was cleared, double line working being resumed at 8-20 hours. The engine of 19 Up and two empty Bengal-Nagpur railway hoppers on 153 Up were slightly damaged.

EVIDENCE.

G. P. Chatterjee, *age 44, service 25 years* : I am Assistant Station Master at Rajbandh. I came on duty at 0-30 hours, and 153 Up Goods arrived here at 2-40. I received a telegram from Mr. Cox, Traffic Inspector, advising me not to send on any more up goods trains, and I accordingly arranged to shunt No. 153 Up here.

I ordered No. 153 Up to be shunted into the up siding, but the Guard who superintended the shunting instructed the pointsman to shunt the train on to the down line.

The main and distant signals were at danger against 19 Up Goods. I personally set them after the arrival of 153 Up Goods.

No. 19 Up left Panagar at 3-0 hours exactly, and the collision occurred about 3-10. Goods trains are allowed 15 minutes for this run.

After the collision the Guard of 153 Up told me that he had shown a danger hand-signal towards 19 Up, while the Driver of 19 Up said that the distant signal was down, and that he could not see the brake-van lamps of 153 Up.

I am certain that the side and tail lamps of 153 Up were burning brightly, as I saw them as the train drew through the station to shunt back.

I contradicted the Driver's statement that the distant signal was down for 19 Up. He then said that the Guard of 153 Up had waved him in.

NOTE.—The Assistant Station Master here stated that he actually saw the lamps when he went back to see the points were correctly set.

After the accident I asked the pointsman why No. 153 Up Goods had been shunted on to the down line instead of the up siding, and he said : "The Guard told me you had ordered it to be put on the down line."

No. 153 Up arrived at 2-40, and I was awaiting the in-report of the preceding train No. 151 Up. In the meanwhile, at 2-50, I received Mr. Cox's telegram, and then arranged to shunt 153 Up.

I gave the order to shunt at 2-55. The Guard and Driver, then in my office, went to the brake and engine respectively, and shunting commenced at about 3 hours.

Sea Darass Dobay, Traffic Peon, age 22, service 1 year: On the morning of the accident, about 3 hours, I received orders from the Station Master to shunt the first Up Goods train on to the up siding. When I went to adjust the points the Guard of the train came and told me that his train was to go on to the down line, and the following train into the up siding.

After a few of the wagons had crossed into the down, the next Goods ran into them both. The Guard of the train which was being shunted and myself exhibited danger hand-signals to the approaching train.

Both main and distant signals were also at danger.

I knew the distant signal was at danger because tell-tale showed green.

I had been to the up siding points, and had adjusted them for the train to shunt out. On being informed by the Guard that he was to shunt on to the down line, I re-locked them and came to adjust the cross-over.

The three brake-van lamps of 153 Up were showing red.

H. H. Bannerjee, Signaller, age 24, service 4 years, 2 years signalling: I was on duty at Rajbandh on the morning of the 19th instant.

No. 153 Up Goods arrived here at 2-40. I received Mr. Cox's message to the Station Master at 2-45 not to allow any up trains on until further orders. I handed the message to the Station Master immediately.

I received the out-report of 19 Up Goods from Panagar at 3-1.

W. F. Mawson, Guard, age 30, service 1½ years: I was in charge of No. 153 Up Goods, leaving Sealdah at 18-25 on the 18th instant.

We arrived at Rajbandh at 2-43 on the morning of the 19th instant.

I went to the Station Master's office for orders, and was told to shunt on to the up siding for 7 Up Passenger. I got the order at about 3-10 by my watch, and at once told my Driver, who was in the office, to pull clear of the points for up siding.

I went to signal him back, but the pointsman told me that he had received orders from the Head Station Master to shunt the train into the down line instead of the up siding.

I did not know what train was following me until I saw the engine light.

I said nothing to the pointsman about the change of order, and he proceeded to shunt on to the down line.

All station signals were at danger against the following up train, and my three brake-van lamps were burning brightly and showing red. The pointsman and I showed our danger hand-signals when we saw the train approaching.

My train was struck at the seventh wagon from my brake-van. The engine when it struck us was moving very slowly, and we were backing at about the same pace. My load was 62 empties and a brake-van.

The seventh wagon had two axle-boxes broken, the eighth had three axle-boxes and two buffers broken, and both main lines were fouled by both wagons being derailed.

The wagons were derailed on the crossing.

Immediately after the collision the Driver of 19 Up told me that the distant signal was lowered for him. I contradicted this, because I saw the tell-tale showing green.

I ran about 200 yards towards the approaching train showing my danger hand-signal, and I shouted to the pointsman to show a red light, and he did so. When I commenced showing my light, the train was within the distant signal.

A. Christenson, Driver, age 30, service 5½ years: I was Driver of No. 153 Up, leaving Sealdah on the 18th instant.

I arrived at Rajbandh at 2-40 on the morning of the 9th instant.

I received orders after about 25 minutes to shunt into the up siding. I got a signal to draw ahead, and did so. I was signalled ahead twice, and was then waved back, as I thought, into the siding. After moving back about eight or ten wagons' length, I felt a slight bump, and my engine came to a stand. I went back and saw that a collision had occurred, and that I had been backing on to the down line.

I cannot say whether the distant or main signal was lowered for 19 Up Goods or not.

Both side lamps of my brake-van were showing white towards the engine.

H. Faulkes, Driver, age 30, service 10 years: I was Driver of 19 Up Goods of the 18th *ex* Howrah. I left Panagar at 3-3 hours by my watch. On approaching Rajbandh I saw that the distant signal was lowered and main signal at danger.

I shut off steam at the usual place for pulling up at the station, and on passing the distant signal I saw two green lights being waved, as I thought, for me to enter the station.

When about 70 yards inside the distant signal, or 530 yards from the points, I saw what I concluded to be one of the red lamps of a brake-van on the down line, and saw something foul of the crossing. I then reversed my engine.

I struck the train at not more than two miles an hour, and my engine immediately came to a stand.

I did not see any danger hand-signal lamps exhibited until just before we struck. I heard the Guard shout to the pointsman "Lall do," "Lall do," at the same time.

When I reversed, I whistled two or three times for my Guards' brakes.

I am positive that the distant signal was down for me to come in.

I was working by the condition of the distant and main signals, and my intention was to stop for water as usual at the column.

My right hand sand-box and pipe were damaged, valve lubricator was also broken, the right hand feed-pipe and one of my engine steps were bent, and the right hand leading bent inwards.

Directly after the collision I got off my engine and looked at my watch; it was then 3-22 hours.

I have been running on this district two months.

I had some conversation with the Guard of 153 Up, and told him that the distant signal was down. He replied that he had told the Station Master to put everything at danger.

M. Fox, Guard, age 28, service 1 month 10 days, Guard and Station Master 14 years on other Railways: I was Guard of No. 19 Up of the 18th instant *ex* Howrah. I stopped at Panagar 15 minutes because the line was blocked at Rajbandh. The Station Master on duty at Panagar told me this.

We were stopped out of course at Panagar. We left at 3-5, and were booked to stop at Rajbandh for water.

On approaching Rajbandh about 3½ miles from the station, I saw that the distant signal was at caution, and on nearing it saw that the main signal was at

danger. After passing the distant signal, I saw the tail lamp of a brake-van, but could not tell to what train it belonged.

My load was 34 and a brake-van. After passing the distant signal, I applied my brake. On nearing the station I felt a slight bump, and the train came to a stand. I went to the engine, and asked what had happened.

We asked the Station Master why the distant signal had been lowered for us to come in, and he said "It wasn't." I do not know whether the Guard of 153 Up Goods made any remark or not.

When I questioned the Station Master, the signal was then at danger. I cannot say when it had been put back.

I expected to find another up train at Rajbandh, having been stopped at Panagar, and also having been informed of the Durgapur accident before leaving Burdwan. This we learnt in general conversation, my Driver being present.

We were 40 minutes late in leaving Panagar. We left at 3-5, and the collision occurred at 3-18. I looked at my watch before getting out of my van.

We were making up time slightly.

Renil, Native Fireman of 19 Up, age 30, service 5 years: This witness corroborated Driver Faulkes' evidence as to state of station signals, brake-van lamps of 153 Up, and the danger signal exhibited by the Guard of that train.

Ali Bux, 2nd Fireman of 19 Up, age 20, service 3 years 6 months: I was breaking coal, and know nothing about the signals or of anything wrong until the accident happened.

J. T. Derry, Permanent-way Inspector, age 22, service 5 years: I have had no complaint as to the working of the Durgapur up distant signal, and I frequently test it, and have found nothing wrong.

I have often reported signalmen for not winding the winch sufficiently to lower the arms.

FINDING.

We find—

1. That the evidence as to whether the up distant signal at Rajbandh was at caution or danger is conflicting.

2. That from the statement of Driver Faulkes, working No. 19 Up Goods, he did not exercise due caution in entering the station, inasmuch as—

(a) he had seen the brake-van lights of a train ahead of him between the distant and main signals;

(b) he had noticed the waving of green shunting lights in the station yard;

(c) as we find that he was informed before leaving Burdwan of the accident at Durgapur and consequent block to traffic.

3. We find that the orders given by the Station Master on duty to shunt No. 153 Up Goods into the up siding was countermanded by the Guard of that train without authority, resulting in the blocking of both up and down lines instead of the up line only, as would have been the case had the train been shunted into the up siding, as originally arranged by the Station Master.

4. That had the signaller on duty at Rajbandh not delayed in transmitting a message from Station Master, Rajbandh, to Station Master, Panagar, No. 19 Up would have been shunted at the latter station.

5. That the delay in shunting No. 153 Up Goods at Rajbandh was due to the staff awaiting instructions from Durgapur as to allowing trains on, and was under the circumstances unavoidable.

6. In this case also we are of opinion that with increased brake power the Driver would probably have been able to avert the collision.

(Sd.) G. SAM.

(Sd.) D. NEVILLE.

(Sd.) R. STRACHEY.

(Sd.) H. K. BAMBER.

CONCLUSION ARRIVED AT BY GOVERNMENT INSPECTOR.

The evidence as to whether the distant signal was lowered is, as the Committee point out, conflicting. So is the evidence as to when the order for shunting was given.

The delay that occurred in carrying out the shunting was reprehensible. It should have been completed before the arrival of No. 19 Up. It is to be assumed that the original order for shunting was for the up siding. I do not consider that the pointsman was likely to put a train on to the down line unless he had received special orders, which I think the evidence shows was given by the Guard of No. 153 Up.

The Guard of a train has no right to give a pointsman orders, nor should the pointsman receive orders from the Guard. Both are to blame.

The Guard of No. 19 Up admits having heard at Burdwan of the accident at Durgapur, one station beyond Rajbandh. He states the Driver was present at the time. He admits that he knew that he would probably find a goods train blocked at Rajbandh.

The Driver should have known this also. The Driver admits that just after passing the distant signal, he saw the cross-over points were fouled. He should have had greater command over his engine under the circumstances, even if the distant signal were lowered for his train. A sketch plan * of the yard is appended.

CALCUTTA;

The 22nd June 1894.

FRANCKLYN LANG,

Government Inspector.

(True copy.)

SIMLA;

The 28th August 1894. }

L. G. PRICKETT,

Offg. Under-Secy. to the Govt. of India,
Public Works Department.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 19TH AUGUST 1893, AND FROM 1ST JULY TO 18TH AUGUST 1894.

N.B.—As regards the figures in column *Total Earnings from 1st July 1894*, audited figures have been used as far as possible.

N.B.—As regards the figures in column 12, the figures in column 13 are for the year ending 1894.													
RAILWAY.	Average earnings per mile per week during the 2nd-half of 1893.	WEEK ENDING 19TH AUGUST 1893.				WEEK ENDING 18TH AUGUST 1894.				Earnings from 1st July to 19th August 1893.	Earnings from 1st July to 18th August 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Standard gauge—													
East Indian	552	1,634	7,79,130	477	1,683	7,42,583	441	56,91,317	58,21,535	1,30,218	...	...	...
Bengal-Nagpur	107	863	75,521	88	862	50,504	59	5,72,504	4,36,037	...	...	...	1,36,467
Indian Midland (a)	112	752	57,779	77	752	82,401	110	4,55,470	6,11,220	1,55,744	...	...	...
Bezwada extension	100	21	2,432	116	21	1,780	85	14,051	15,552	1,501	...	...	...
Metre gauge—													
Rajputana-Malwa (b)	216	1,699	3,08,597	182	1,719	3,97,080	231	21,08,089	25,26,600	4,18,511	...	...	...
Palanpur-Deesa	49	...	...	...	17	710	42	...	4,072	4,072	...	...	...
South Indian	142	1,043	1,44,123	138	1,042	1,48,016	142	10,92,715	10,92,519	...	...	...	...
Mayavaram-Mutpet	...	...	...	...	54	3,172	59	...	27,372	27,372	...	...	...
Southern Mahratta (c)	90	1,156	83,932	73	1,164	1,14,315	98	7,36,522	8,04,910	68,388	...	...	...
Bengal and North-Western (d)	108	756	60,978	89	756	80,840	107	5,23,303	6,47,790	1,24,487	...	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	59	199	8,793	44	200	9,576	48	70,209	71,444	1,235	...	...	...
TOTAL	221	8,123	15,27,285	188	8,270	16,30,977	197	1,12,64,186	1,20,59,051	7,94,865	...	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state), (e)	222	2,509	5,58,336	223	2,507	3,61,972	144	33,72,108	34,87,864	1,15,756	...	...	...
Oudh and Rohilkhand (state)	206	692	11,42,746	200	797	1,97,446	248	9,30,700	13,00,684	3,69,984	...	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	345	777	2,39,986	309	813	2,57,590	317	13,43,625	15,60,140	2,16,515	...	...	...
Bengal Central (f)	121	125	15,139	121	125	16,520	132	97,244	1,06,620	9,376	...	...	...
East Coast (state)	71	266	(g) 5,589	21	321	23,066	74	(g) 32,027	1,52,385	1,20,358	...	...	...
Metre gauge—													
Burma (state)	133	730	83,453	114	730	73,191	100	6,61,339	7,23,643	62,304	...	...	...
Special gauges—													
Jorhat (state provincial)	57	25	1,250	50	25	2,004	80	11,486	13,025	1,539	...	...	...
Cherra-Companyganj (state provincial)	52	8	319	40	8	373	47	2,365	2,752	387	...	...	...
TOTAL	216	5,132	10,46,818	204	5,326	9,32,762	175	64,50,894	73,47,113	8,96,219	...	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h)	392	1,490	3,59,372	241	1,490	3,71,996	250	31,24,917	28,49,801	...	2,75,116	...	...
Bombay, Baroda and Central India	495	461	1,83,071	397	401	2,43,000	527	12,70,513	13,23,132	52,619	...	...	...
Madras	239	840	2,03,304	242	840	1,85,726	221	14,23,909	13,71,445	...	52,461	...	...
TOTAL	363	2,791	7,45,747	267	2,791	8,00,722	287	58,19,339	55,44,378	...	2,74,961	...	...
TOTAL (GUARANTEED AND STATE)	244	16,046	33,19,850	207	16,387	33,64,461	205	2,35,34,419	2,49,50,542	14,16,123	...	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	145	161	20,872	130	161	19,702	122	1,48,154	1,49,097	1,843	...	...	...
Tarkessur	213	22	4,242	193	22	4,363	198	31,398	33,283	1,885	...	...	...
Metre gauge—													
Rohilkund and Kumaon (Company's section)	123	67	5,604	84	67	6,385	95	50,531	48,438	...	2,092	...	...
Bengal Doonars	97	27	3,085	148	36	5,830	162	14,514	31,030	17,116	...	...	...
Dibru-Sadiya	127	78	7,935	102	78	10,955	140	65,495	70,555	11,060	...	...	...
Special gauge—													
Darjeeling-Himalayan	241	51	11,856	232	51	11,093	218	76,929	80,587	3,758	...	...	...
TOTAL	150	406	54,494	134	415	58,328	141	3,86,921	4,20,490	33,569	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	145	333	43,225	132	333	57,423	172	3,13,504	3,80,377	75,873	...	...	...
The Gaekwar's Petlad	82	13	943	73	13	2,110	102	6,435	6,253	...	...	...	...
Rajpura-Bhatinda	119	108	11,809	109	108	27,911	258	95,211	1,36,418	41,207	...	...	...
Kolar-Goldfields	...	...	...	...	10	2,898	290	...	19,151	19,151	...	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (i)	96	331	28,106	85	362	32,928	91	2,14,240	2,18,137	3,897	...	...	...
The Gaekwar's Mchana	59	93	4,348	47	93	4,240	46	27,237	29,417	2,180	...	...	...
Kolhapur	73	29	1,838	63	29	1,864	64	14,336	12,760	...	...	...	...
Special gauges—													
The Gaekwar's Dabhoi	53	72	2,643	37	72	3,520	49	22,432	14,950	...	7,482	...	...
Cooch Behar	17	...	...	...	22	530	24	...	5,160	5,160	...	...	...
TOTAL	108	979	93,612	96	1,042	1,33,424	128	6,93,395	8,31,623	1,38,228	...	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar	90	334	26,220	78	334	22,680	68	1,80,754	1,34,916	...	45,838	...	...
Jetalsar-Rajkot	61	46	2,372	52	46	2,415	52	16,905	15,685	...	1,220	...	...
Jodhpur-Bikaner	46	364	15,201	42	364	22,000	60	99,069	1,19,741	20,672	...	...	...
Special gauge—													
Morvi	62	94	5,671	60	94	4,861	52	37,408	29,086	...	8,322	...	...
TOTAL	66	838	49,464	59	838	51,956	62	3,34,136	2,99,428	...	34,708	...	...
GRAND TOTAL	226	18,269	35,17,420	193	18,682	36,08,169	193	2,49,48,871	2,65,02,083	15,53,212	...	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the earnings of the Bezwada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamgaon, and Amravati railways.

(i) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

L. G. PRICKETT,
Off. Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XX OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

RAILWAY.		Average earnings per mile per week in 1893-94.	WEEK ENDING 19TH AUGUST 1893.				WEEK ENDING 18TH AUGUST 1894.				Earnings from 1st April to 10th August 1893.	Earnings from 1st April to 18th August 1894.	Increase.	Decrease.
			Mean mile-age worked.	Earnings.		Mean mile-age worked.	Earnings.							
				Total.	Per mile open per week.		Total.	Per mile open per week.						
Rs.		Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
State lines worked by companies.														
Standard gauge—														
East Indian		602	1,634	7,79,130	477	1,683	7,42,583	441	1,88,61,554	1,05,64,702	7,03,148	...	...
Bengal-Nagpur		149	863	75,521	88	862	50,504	59	25,10,995	23,14,833	...	2,02,162	...	
Indian Midland (a)		132	752	57,779	77	752	82,401	110	18,61,318	22,21,394	3,60,076	...	...
Bezawada Extension		95	21	2,432	116	21	1,780	85	38,680	48,639	9,959	...	...
Metre gauge—														
Rajmehana-Malwa (b)		261	1,699	3,08,597	182	1,719	3,97,080	231	87,36,949	99,33,470	11,96,521	...	...
Palaipur-Deesa		41	...	...	...	17	710	42	...	14,714	14,714	...	...
South Indian		144	1,043	1,44,123	138	1,042	1,48,016	142	33,29,235	31,84,512	...	1,44,723	...	
Mayavaram-Mutpet		...	...	...	...	54	3,172	59	...	(c) 75,292	75,292	...	...
Southern Mahratta (d)		100	1,156	83,932	73	1,164	1,14,315	98	24,06,610	27,15,801	2,19,191	...	...
Bengal and North-Western (e)		152	756	66,978	89	756	80,840	107	21,46,759	23,81,481	2,34,722	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)		67	199	8,793	44	200	9,576	48	2,82,173	3,21,157	38,984	...	...
TOTAL		250	8,123	15,27,285	188	8,270	16,30,977	197	4,02,70,273	4,27,75,995	25,05,722	...	...
State lines worked by the State.														
Standard gauge—														
North Western (state) (f)		232	2,509	5,58,336	223	2,507	3,61,972	144	1,08,76,283	1,18,41,628	9,65,345	...	...
Oudh and Rohilkhand (state)		242	692	1,42,746	206	797	1,97,446	248	34,68,414	42,56,812	7,88,398	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)		309	777	2,30,986	309	813	2,57,590	317	37,85,239	42,63,196	4,77,957	...	...
Bengal Central (g)		120	125	15,139	121	125	16,520	132	2,85,117	3,14,949	29,832	...	...
East Coast (state)		66	265	(h) 5,589	21	321	23,666	74	(h) 99,403	5,31,445	4,32,042	...	...
Metre gauge—														
Burma (state)		171	730	83,453	114	730	73,191	100	23,68,302	22,90,416	...	77,886	...	
Special gauges—														
Jorhat (state provincial)		49	25	1,250	50	25	2,004	80	29,823	29,646	...	177	...	
Cherra-Companyganj (state provincial)		54	8	319	40	8	373	47	7,985	9,290	1,305	...	...
TOTAL		225	5,132	10,46,818	204	5,326	9,32,762	175	2,09,20,566	2,35,37,382	26,16,816	...	...
Lines worked by guaranteed companies.														
Standard gauge—														
Great Indian Peninsula (i)		510	1,490	3,59,372	241	1,490	3,71,996	250	1,51,80,362	1,36,36,677	...	15,43,685	...	
Bombay, Baroda and Central India		638	461	1,83,071	397	461	2,43,000	527	63,74,033	66,07,247	2,93,214	...	...
Madras		238	840	2,03,394	242	840	1,85,726	221	40,02,370	40,22,270	...	40,100	...	
TOTAL		449	2,791	7,45,747	267	2,791	8,00,722	287	2,56,16,765	2,43,26,194	...	12,90,571	...	
TOTAL (GUARANTEED AND STATE)		277	16,046	33,19,850	207	16,387	33,64,461	205	8,68,07,604	9,06,39,571	38,31,667	...	...
Assisted companies.														
Standard gauge—														
Delhi-Umballa-Kalka		150	161	20,872	130	161	19,702	122	4,55,653	5,39,462	83,809	...	...
Tarkessur		253	22	4,242	193	22	4,363	198	1,13,304	1,26,150	12,786	...	...
Metre gauge—														
Rohilkund and Kumaon (Company's section)		136	67	5,604	84	67	6,385	95	1,87,895	1,76,072	...	11,823	...	
Bengal Doorga		69	27	3,985	148	36	5,830	162	34,245	62,202	27,957	...	...
Dihru-Sadiya		130	78	7,935	102	78	10,955	140	1,07,336	2,11,146	13,810	...	...
Special gauge—														
Darjeeling-Himalayan		238	51	11,856	232	51	11,093	218	2,57,091	2,53,515	...	3,576	...	
TOTAL		154	406	54,494	134	415	58,328	141	12,45,584	13,68,547	1,22,963	...	...
Lines owned by native states and worked by other agencies.														
Standard gauge—														
The Nizam's guaranteed state		158	333	43,925	132	333	57,423	172	10,58,313	12,51,062	1,92,749	...	...
The Gaekwar's Petlad		92	13	943	73	13	2,110	162	24,170	28,574	4,404	...	...
Rajpura-Bhatinda		129	108	11,809	109	108	27,911	258	2,85,110	4,08,398	1,23,288	...	...
Kolar-Goldfields		...	...	...	...	10	2,898	290	...	(j) 32,370	32,370	...	...
Metre gauge—														
Southern Mahratta (Mysore section) (k)		95	331	28,106	85	362	32,928	91	6,69,372	6,51,134	...	18,238	...	
The Gaekwar's Mohasna		75	93	4,348	47	93	4,240	46	1,26,552	1,43,935	17,383	...	...
Kolhapur		77	29	1,838	63	29	1,864	64	45,477	51,625	6,148	...	...
Special gauges—														
The Gaekwar's Dabhoi		67	72	2,643	37	72	3,520	49	1,03,229	93,558	...	9,671	...	
Cooch Behar		29	...	...	...	22	530	24	...	16,243	16,243	...	...
TOTAL		114	979	93,612	66	1,042	1,33,424	128	23,12,223	26,76,899	3,64,676	...	...
Lines owned and worked by native states.														
Metre gauge—														
Bhavnagar-Gondal-Junagarh-Porbandar		118	334	26,220	78	334	22,680	52	8,87,435	7,17,145	...	1,70,290	...	
Jetalsar-Rajkot		60	46	2,372	52	46	2,415	52	(l) 46,190	58,922	12,732	...	...
Jodhpur-Bikaner		54	364	15,201	42	364	22,000	60	3,25,625	4,77,567	1,51,942	...	...
Special gauge—														
Morvi		67	94	5,671	60	94	4,861	52	1,27,847	1,26,579	...	1,268	...	
TOTAL		81	838	49,464	59	838	51,956	62	13,87,097	13,80,213	...	6,884	...	
GRAND TOTAL		257	18,269	35,17,420	193	18,682	36,08,169	193	9,17,52,508	9,60,65,230	43,12,722	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 18th August 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company. Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the earnings of the Bezawada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Manmad, Khangaon, and Amrati railways.

(i) Total earnings from 1st June to 18th August 1894.

(j) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(k) Total earnings from 12th April to 19th August 1893.

L. G. PRICKETT,

Offg. Under Secretary.

H

the 30th August, 1894.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

ACCOUNT.
Railway.

GUARANTEED RAILWAYS.

Synopsis of transactions for and to the end of the year 1893.

No. 501-A.R., dated Simla, the 21st August, 1894.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No. 572 A. R., dated 31st August 1893.

Read also the following—

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, No. 635 R., dated 17th July 1894.

I beg to lay before the Government of India the usual synopsis of transactions of the three Railway Companies still designated as Guaranteed Railways for and to end of the year 1893.

2. The subscribed Capital on 31st December 1893 of these Railway Companies bears interest as shown below :

Railway.	CAPITAL BEARING INTEREST AT							Premium on stock.	Discount on stock.	Total Capital raised.
	3%	3½%	3½%	4%	4½%	4½%	5%			
Madras	£ 337,800	£ 462,300	...	...	£ 500,000	999,960	8,757,670	£ 12,014	...	£ 11,063,644
Bombay, Baroda and Central India ... ..	...	1,238,500	...	...	...	...	7,550,300	18,419	...	8,807,219
Great Indian Peninsula	300,000	1,866,100	804,800	2,701,450	...	...	20,000,000	290,074	225,891	25,736,933
(1) Total to end of 1893 ...	637,800	3,566,800	804,800	2,701,450	500,000	999,960	36,307,970	320,507	225,891	45,613,396
(2) Ditto ditto 1892 ...	238,300	3,566,800	944,800	2,701,450	500,000	999,960	36,307,970	320,507	225,891	45,353,796
(3) Ditto ditto 1891 ...	...	3,566,800	1,083,000	2,701,450	500,000	999,960	36,307,970	320,507	225,891	45,253,796
(4) Ditto ditto 1890 ...	...	2,250,000	1,871,500	2,701,450	500,000	999,960	36,307,970	324,507	220,891	44,725,496
(5) Ditto ditto 1889 ...	...	1,074,000	2,873,600	2,803,650	500,000	999,960	36,307,970	342,007	217,391	44,653,796
(1) Compared with (2) { Increase ... 399,600 359,600	399,600	...	...	...	...	...	...	...	...	...
(2) { Decrease 140,000 2...	...	...	140,000	...	...	...	...	...	...	...

3. The following table shows the growth of the Capital account of the Guaranteed Railways during the last five years, the net increase to the aggregate subscribed Capital during that period being £1,510,018 :

TOTAL CAPITAL SUBSCRIBED.					Increase.	Decrease.	Remarks.
Year.				Amount.			
				£	£	£	
To end of 1889 ... ..	...	...	...	44,653,796	550,418	...	
" 1890 ... ..	...	...	...	44,725,496	71,700	...	
" 1891 ... ..	...	...	...	45,253,796	528,300	...	
" 1892 ... ..	...	...	...	45,353,796	100,000	...	
" 1893 ... ..	...	...	...	45,613,396	259,600	...	
					1,510,018	...	
Net increase ... ..				...	1,510,018		

Capital outlay.

4. The aggregate outlay finally charged off to "Construction" stood at the end of each of the last five years as follows:

				£	Increase. £
To end of 1889	...	...	...	43,472,608	314,246
" 1890	...	...	...	43,715,546	242,938
" 1891	...	...	...	44,015,818	300,272
" 1892	...	...	...	44,188,000	172,182
" 1893	...	...	...	44,394,765	206,765
Increase in five years				...	1,236,403

5. The expenditure charged to "Construction" during and to end of the year gives the following as the cost of open lines per mile:

Railway.					CONSTRUCTION EXPENDITURE PER OPEN MILE.		Remarks.
					During 1893.	To end of 1893.	
					Rs.	Rs.	
Madras	...	...	...	...	693'73	1,39,994'23	
Bombay, Baroda and Central India	...	...	...	...	1,993'33	2,13,875'33	
Great Indian Peninsula	...	...	...	...	620'76	2,12,140'75	
Average outlay	...	...	...	...	879'46	1,88,830'39	

The cost expressed in rupees is, as regards payments in England, at the contract rates of exchange, which for many years have been higher than the actual rates, and consequently the cost is understated by the difference.

Capital locked up in stores.

6. The subjoined table shows the fluctuations in the value of stores in stock during the past five years. The figures in antique represent increases of stock:

Railway.		REDUCTION IN STOCK.					Total reduction in five years.
		1889.	1890.	1891.	1892.	18 3.	
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	...	3,72,463	9,68,360	56,105	60,783	94,080	8,84,929
Bombay, Baroda and Central India	...	2,76,438	18,918	3,25,769	3,73,517	2,39,793	11,96,559
Great Indian Peninsula	...	8,68,904	10,65,851	16,41,878	11,25,422	7,46,049	15,64,094
TOTAL	...	2,15,003	20,72,629	20,23,752	15,59,722	10,79,922	23,75,764

7. The reduction in the stores balances on the Great Indian Peninsula Railway was caused by large issues to Revenue on account of renewals of permanent-way, bridge-work, and rolling-stock. On the Bombay, Baroda and

Central India Railway large sales of permanent-way were made to the Godra-Rutlam Railway, as also heavy issues of rolling-stock to construction. The reduction of stock on the Madras Railway is chiefly due to sales to the Kolar Gold Fields Railway and to a Bombay firm.

8. On 31st December 1893 the value of the stores in stock on Guaranteed Railways compared with the limits provisionally assigned for Capital to be locked in stores was as follows :—

Railway.	Limit assigned.	Stock in hand.	Difference.
	Rs. Lakhs.	Rs. Lakhs.	Rs. Lakhs.
Madras	22½	28½	5½
Bombay, Baroda and Central India,	21½	25½	4
Great Indian Peninsula	63	45	—18
TOTAL ...	107	98½	—8½

Revenue Account.

9. The gross earnings, working expenses, and net earnings of the three Guaranteed Railways during the last five years have been as under :

Year.	Gross earnings.	Working expenses.	Net earnings.
	Rs.	Rs.	Rs.
1889	5,94,14,079	3,00,48,931	2,93,65,148
1890	6,05,91,746	2,94,21,830	3,11,69,916
1891	6,87,37,790	3,31,02,310	3,56,35,480
1892	6,45,34,775	3,11,40,766	3,33,94,009
1893	6,44,14,823	3,06,56,630	3,37,58,193

10. For the year 1893 the net earnings amounted to	Rs.	Rs.
	...	3,37,58,193
Deduct—		
Interest on overdrawn Capital	1,519	
Moiety of surplus profits to shareholders	54,35,014	
Contributions to Provident Fund	2,21,352	
Amount payable by the Great Indian Peninsula Railway Company on account of rent of leased lines...	5,17,760	
Irrecoverable outstanding earnings written off	28,373	
		62,04,018
Net receipts by Government		2,75,54,175

11. The results of the working of the Guaranteed Railways for the year 1893, based on the contract rates of exchange, is shown in the following table, as also the percentage of interest and net profits on the Capital received. The figures in antique represent gain :

Railway.	Net receipts after deducting from net earnings payments on account of moiety of Surplus Profits and contribution to the President Fund and interest on overdrawn capital.	Guaranteed interest at contract rates.	LOSS TO STATE			Per cent. of interest paid on total Capital received.	Per cent. of Net Earnings realised during year on Capital received.
			Amount.	Per open mil.	Per cent. of guaranteed interest.		
	Rs.	Rs.	Rs.	Rs.			
Madras	56,21,743	58,18,763	3,97,020	473'09	Loss, 6'81	4'81	4'49
Bombay, Baroda and Central India	70,66,997	45,57,450	25,09,537	3,719'35	Gain, 55'06	4'74	7'39
Great Indian Peninsula ...	1,50,65,440	1,31,53,246	19,12,194	1,485'04	24'53	4'63	5'37
Total, 1893	2,75,54,175	2,35,29,464	40,24,711	1,569'23	7'10	4'73	5'54
1892	2,70,15,863	2,34,38,575	35,77,283	1,394'77	35'26	4'74	5'46
1891	2,80,40,977	2,31,23,122	49,17,855	1,916'31	21'27	4'68	5'68
1890	2,63,00,419	2,23,52,427	39,47,992	1,183'79	23'01	4'79	5'41
1889	2,40,51,530	2,31,91,534	17,90,096	685'81	7'99	4'76	5'12

12. The actual loss to the State during the last five years due to its connection with the Guaranteed Railways, if the payments in England on account of guaranteed interest are converted at the average rates of exchange for the different years, is shown in the following statements :

Year.	Net earnings— vide para. 11.	Guaranteed interest at contract rates.	Loss to State based on preceding column.	Guaranteed interest at 11. 3'091d., the actual rate of the year.	Loss to State based on preceding column.	Loss involved in fall in exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1893	2,75,54,175	2,35,29,464	40,24,711	2,42,91,038	67,36,883	1,07,61,504
1892	2,70,15,863	2,34,38,575	35,77,283	3,37,22,561	61,06,700	1,02,83,688
1891	2,80,40,977	2,31,23,122	49,17,855	2,06,65,419	16,14,442	65,42,297
1890	2,63,00,419	2,23,52,427	39,47,992	1,78,75,456	14,85,037	45,23,029
1889	2,40,51,530	2,31,91,534	17,90,096	3,12,12,351	62,60,821	80,20,817

The details for each year are as follows:

1889.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 3.	Guaranteed interest at 12.4% ¹⁸⁸⁹ , the actual rate of the year.	Loss to State based on column 4.	Loss by Exchange, being difference between columns 4 and 3.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	37,38,244	56,07,193	19,53,949	76,69,934	39,31,690	19,72,741
Bombay, Baroda and Central India ..	60,25,851	45,37,458	14,85,393	61,10,257	8,406	15,70,799
Great Indian Peninsula	1,51,87,435	1,29,54,583	22,32,552	1,74,12,160	22,44,735	44,77,177
TOTAL ...	2,49,51,530	2,31,01,534	17,59,996	3,12,12,351	62,60,821	80,20,817

1890.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 3.	Guaranteed interest at 12.642% ¹⁸⁹⁰ , the actual rate of the year.	Loss to State based on column 4.	Loss by Exchange, being difference between columns 4 and 3.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	45,20,609	57,67,615	12,47,006	63,85,933	23,65,349	11,18,343
Bombay, Baroda and Central India ...	60,01,074	45,78,054	14,22,120	54,69,227	5,34,847	8,67,273
Great Indian Peninsula	1,58,63,736	1,30,05,858	28,68,878	1,55,23,271	3,45,465	25,17,413
TOTAL ...	2,63,90,419	2,33,51,427	30,37,996	2,73,75,456	14,85,037	45,23,029

1891.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 3.	Guaranteed interest at 12.5144% ¹⁸⁹¹ , the actual rate of the year.	Loss to State based on column 4.	Loss by Exchange, being difference between columns 4 and 3.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	58,97,877	57,53,786	18,55,900	73,81,533	24,85,656	16,29,747
Bombay, Baroda and Central India ...	62,20,909	44,14,561	18,06,348	56,64,133	2,96,776	22,49,573
Great Indian Peninsula	1,70,22,191	1,29,54,775	40,67,416	1,66,17,753	23,04,458	36,62,978
TOTAL ...	2,90,40,977	2,31,23,122	47,17,855	2,96,65,419	16,24,444	65,42,297

1892.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 11.3 per cent., the actual rate of the year.	Loss to State based on column 4.	Loss by Exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	49,90,068	58,08,890	15,18,922	83,60,304	40,70,236	25,51,414
Bombay, Baroda and Central India ...	63,44,805	45,57,450	27,86,756	65,57,045	2,13,740	20,00,425
Great Indian Peninsula	1,63,81,500	1,30,72,935	23,09,256	1,88,04,314	24,22,724	57,32,079
TOTAL ...	2,76,15,863	2,34,39,275	25,77,288	3,37,22,563	67,06,700	1,02,83,088

1893.

Railway.	Net earnings.	Guaranteed interest at contract rates.	Loss to State based on column 2.	Guaranteed interest at 11.3 per cent., the actual rate of the year.	Loss to State based on column 4.	Loss by Exchange, being difference between columns 4 and 2.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Madras	54,21,742	58,18,768	3,97,026	84,82,732	30,60,990	26,63,564
Bombay, Baroda and Central India ...	70,69,987	45,57,450	25,09,537	66,42,708	4,24,879	20,85,258
Great Indian Peninsula	1,50,65,446	1,31,53,246	19,22,200	1,91,65,618	41,00,172	60,12,372
TOTAL ...	2,75,54,175	2,35,29,464	48,28,763	3,43,91,058	67,36,883	1,07,61,504

ORDER—Ordered, that the Note by the Accountant General, Public Works Department, and enclosure be forwarded to the Governments of Madras and Bombay, and to the Department of Finance and the Accountant General, Public Works Department, for information.

R. G. MACDONALD,
Depty. Secy. to the Govt. of India.



SUPPLEMENT TO
The Gazette of India.

No. 36.]

SIMLA, SATURDAY, SEPTEMBER 8, 1894.

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GOVERNMENT OF INDIA.

HOME DEPARTMENT.

**REVIEW OF THE GENERAL REPORT ON THE STATE AND PROGRESS OF
EDUCATION IN BRITISH INDIA FROM 1887-88 TO 1891-92 BY A. M. NASH,
ESQ., M.A.**

No. 2-Education,
224-235

*Extract from the Proceedings of the Government of India in the Home
Department (Education),—under date Simla, the 7th September 1894.*

Read again—

Despatch from Her Majesty's Secretary of State for India, No. 43, dated the 23rd April 1885, directing the preparation of a General Annual Education Report.
Letter from the Hon'ble Sir Alfred Croft, No. 2, dated 1st April 1888, submitting the first General Report.

Read also—

Resolution in the Home Department, No. 199, dated 18th June 1888, reviewing Sir Alfred Croft's Report.
Letter to Mr. A. M. Nash, Bengal Education Department, No. 50, dated the 8th February 1893, directing the preparation of a second General Report on the state and progress of Education in India.
Letter from Mr. A. M. Nash, dated the 12th September 1893, submitting the Report on the progress of Education in India in the period 1887-88 to 1891-92.

RESOLUTION.

After receipt of the orders which were passed by the Government of India in 1884 upon the Report of the Education Commission, Her Majesty's Secretary of State requested that a General Report upon Education in India might be prepared annually, which should embrace the important features of the Provincial Reports (including those from Madras and Bombay), and should be reviewed in the Home Department of the Government of India. The first

General Report prepared under these instructions was submitted on 1st April 1888 by the Hon'ble Sir Alfred Croft, K.C.I.E., Director of Public Instruction in Bengal, who had been deputed to compile it. Sir Alfred Croft's Report was reviewed by the Government of India in the Resolution of the Home Department, No. 199, dated 18th June 1888, in which a brief survey was taken of the figures and facts contained in the Report, and the views of the Governor General in Council were explained regarding some important topics that were under discussion. The Government of India recommended to the Secretary of State that the annual Report to be sent to England should be restricted to a summary of statistics (supplemented, when necessary, by notes), and that the full General Report on Educational progress should be submitted only once in five years. His Lordship approved this proposal, observing that the annual statistical summary and notes should be prepared in the form most likely to facilitate the compilation of the quinquennial Report. The figures for intermediate years have been duly tabulated and published for general information, and a Resolution has been annually issued by the Government of India briefly summarizing the statistics. For the preparation of the quinquennial Report Mr. A. M. Nash, Professor in the Presidency College at Calcutta, was deputed by orders dated the 31st January 1893, and remained on duty under the Home Department up to the end of July 1893. The instructions communicated to Mr. Nash at the beginning of February 1893 were that his Report should be a compendium, in continuation of Sir Alfred Croft's Report of 1886, of the information supplied by the different Local Governments respecting the condition of education in each Province, the methods and organization by which it is imparted, and the extent to which effect was being given to the recommendations of the Education Commission. The Government of India are now in possession of the figures for 1892-93, which will be used where necessary in this review for the purpose of supplementing the information contained in Mr. Nash's Report.

2. The initial and final statistics compared in the Report now under review are those for the years 1886-87 and 1891-92 respectively. The coloured maps prefixed to Chapters II, V, VI and IX show in a clear manner the relative progress made in the principal branches of public instruction by the several Provinces. As observed, however, in the Report, the maps would be more interesting if they showed the progress over a smaller area than an entire Province, which is too large a unit for the purpose. Mr. Nash's remarks on this point will be brought to the notice of Local Governments and Administrations in order that, if possible, the necessary figures for smaller areas may be available for the beginning and the end of the current quinquennial period.

In the general enumeration of educational institutions in India are included a large number of private schools or institutions which do not come under the definition of public institutions as schools or colleges in which the course of study conforms to the standard prescribed by the Department of Public Instruction or by the University, and which either are inspected by the Department or regularly present pupils at the public examinations held by the Department or the University. It was observed in the Resolution of the Home Department reviewing Sir Alfred Croft's Report that the Government of India did not propose to dwell at length on the character or progress of the education conveyed in these private schools further than was necessary in order to present a general view of the condition of education in India. The same plan will be followed on this occasion, and the figures respecting private schools will only be included when the state of education in India in the broadest aspect is being considered. Some of the private schools, it is stated, have been brought under inspection, and some are aided by Government; but, as these changes have not affected their general character, the classification is practically the same as it was in 1888.

The number of advanced private institutions for teaching Oriental classics appears to be diminishing. That of elementary institutions shows an increase, but it is uncertain how far this is due to greater efficiency of enumeration and to the removal of Koran schools from the category

of advanced schools. The Government of Bengal have made endeavours to arrest the decay of Sanskrit private schools or *tols* in that Province, and have undertaken an expenditure for this purpose of Rs. 18,000 per annum in stipends to teachers and pupils. Considering the number of schools in which religious books only are learnt by rote, and of others in which nothing is taught but the native system of accounts and multiplication, it is clear that any argument would be illusory regarding the extent of general education among the people which was based simply on the number of private schools appearing in the returns. In Burma a large number of the elementary schools are monastic institutions, in which the pupils are mere servants or acolytes of the pongyis.

3. In the Resolution upon Sir A. Croft's Report, the Government of India remarked that in 1881-82 (the earliest date touched by that Report) there were in British India 94,989 educational institutions of all grades, attended by 2,451,289 pupils. Between 1882 and 1885 there were considerable fluctuations, but in 1885-86 the numbers of institutions and of pupils respectively stood at 122,367 and 3,325,080, and in the following year at 127,116 and 3,343,544. These figures, as has been observed above, are inclusive of private institutions. Table No. I appended to the present Report shows that in 1891-92 the grand total of educational institutions was 141,793, of which number 102,676 were public institutions. The aggregate number of scholars was 3,856,821, the number of boys and girls respectively being 3,517,778 and 339,043. The number of pupils attending public institutions was 3,348,910, and the number attending private institutions 507,911. There has been a steady increase during each year of the quinquennial period. In the case of public institutions, however (in which the increase of attendance has been 12·7 per cent. as compared with 24 per cent. in the previous quinquennium), the rate of increase has been highest in the two latest years. Of the 3,856,821 scholars above mentioned, 63,340 (58,519 boys and 4,821 girls) are contributed by Upper Burma. In 1892-93 the number of institutions rose to 144,699, and the number attending them to 3,966,267, the latter number consisting of 3,418,916 pupils at public and 547,351 at private institutions.

4. For the purpose of considering the bearing of these statistics on the total population of a school-going age, the proportion of children of school-going age is taken at 15 per cent. of the total population. The meaning and appropriateness of the term are discussed in paragraph 13 of the Report. The question whether this proportion is suitable for India has been frequently debated. It is undoubtedly, if applied to special classes, such as the Brahmos and Parsis, incorrect, but for general purposes, and if regarded as an estimate of those who should be able to attend school if a suitable system of education were available for all classes, it is, the Government of India think, as useful a standard as could be devised. The only alternative standard of comparison that could be adopted would apparently be the actual numbers of the population between certain ages according to the census. In 1887 only one child out of every ten of those counted as of a school-going age was stated to be under instruction. The lowness of the proportion under instruction was attributed to the extreme backwardness of female education. In 1892 one child in every nine was at school, and one girl in every 50 (against one in every 60 in 1887). The percentage of children at school is lowest in the North-Western Provinces and Oudh, where it has receded from 5 to 4. Of the aggregate number of scholars, 10·9 per cent. and 8·2 per cent. respectively are learning English or a classical language. English is being most extensively learnt in Madras, Lower Burma, and Coorg, in which Provinces it is taught in many Primary schools.

5. The great majority of those under education are receiving instruction of a very elementary character. At the commencement of the period under review 94·3 per cent. of the children at school were being instructed in Primary institutions—that is, in reading, writing, and elementary arithmetic and land measurement; at the close of the period the percentage was 93·9. Of the total number of pupils, 5·4 per cent. were at the beginning of the quinquennial period attending Secondary schools (which teach English or give an advanced instruction in the vernacular). At the close of the period the percentage was 5·7, and about $\frac{1}{3}$ per cent. were students in Colleges receiving high English education, or studying Law, Medicine, or Engineering at the beginning of the same period,

and about 4 at its close. There is, as might be anticipated, little change in the proportion of the students in the various divisions. The number of institutions and of pupils in the case of Primary schools, Secondary schools, and Colleges entered in the departmental returns rose from 89,187 and 2,513,934, 4,517 and 429,093, and 114 and 11,501 respectively in 1886-87 to 97,109 and 2,837,607, 4,872 and 473,294, and 141 and 16,277 in 1891-92. In 1892-93 the number of such Primary schools was 96,409 attended by 2,890,824 pupils, the number of Secondary schools 4,962 with 488,261 pupils, and the number of Colleges 147 with 16,731 pupils. The numbers for Bengal are under all these heads far higher than those in any other Province. A comparison of the proportions in the various stages of education in different Provinces is stated to be impossible owing to the fact that the limits of the various stages are not even approximately the same throughout India. The total number of female pupils has increased in each year; the percentage of these pupils in the various grades on their total number has remained fairly constant, but the proportion, both of girls and boys who have not attained to the study of printed books has decreased.

6. Chapter VI of the Report deals with Primary education. The education of the great mass of those who attend Primary schools stops at this stage, while for a comparatively few it leads up to the higher stages. In Bengal and Assam the Primary department of the High and Middle schools fulfils the latter purpose; and the systems in the North-Western Provinces and Burma include a corresponding arrangement. In Bombay two classes, corresponding to Lower Middle classes elsewhere, are considered Primary, and add therefore to the number of the Primary students. The total number of public Primary schools for boys rose from 84,673 in 1886-87 to 91,881 in 1891-92, the number of scholars showing a progressive advance in every year. In 1892-93 the number of schools was 91,025, but the number of pupils was in excess of the number in 1891-92. In the North-Western Provinces and Oudh neither the number of schools nor of scholars is as great as it was in 1886-87: among the causes given are greater departmental strictness and greater accuracy in the registration of attendance. Fifty-three per cent. of the entire number of scholars in Primary schools are now studying in Aided schools. An interesting description is given in paragraph 115 of the Report of the manner in which a large number of Koran schools in Sindh have been induced to receive aid from the Department and add to their curriculum elementary secular teaching. Unaided schools are those which have adopted the departmental methods of instruction, and (as a rule) look forward to eventually being included in the list of those receiving aid. A leading feature of the Primary schools in Burma is the large proportion of schools which contain both boys and girls. The schools attached to the Buddhist monasteries admitted boys only, but these are said to be decreasing. In Upper Burma, where the work of the Department commenced in 1889-90, there seems to be a great demand by the people for a better secular education.

7. The Education Commission of 1882 in paragraph 166 (Chapter IV) of its Report expressed with emphasis the view, which was approved by the Government of India, that the elementary education of the masses was that part of the educational system to which the efforts of the State should be directed in an increasing measure. Primary education (it was added) possessed an almost exclusive claim upon Local funds set apart for education, and a large claim on Provincial revenues. The action taken by the Local Governments in carrying out the orders of the Government of India on these points was noticed in paragraph 188 of Sir Alfred Croft's Review of Education in India in 1886. In 1886-87 the total expenditure from Public funds (*viz.*, Provincial revenues, District and Municipal funds) on Primary schools was Rs. 42,07,863; by 1891-92 it had risen to Rs. 49,29,551, having increased in a much greater ratio than the expenditure on Arts Colleges or Secondary schools (17.1 compared to 6.5 and 6.8 per cent.); and by 1892-93 it had risen still further to Rs. 50,45,513. In addition to the direct expenditure on Primary schools, there is the expenditure on training teachers for employment in such schools. The expenditure from Public funds on Training schools rose from Rs. 4,53,008 in 1886-87 to Rs. 5,72,405 in 1891-92. It is said that the number of students being trained for work in Secondary schools is probably less than one-fourth of the total number of students, so that the greater portion of this expenditure is devoted

to the improvement of Primary education. Measures have been taken in the various Provinces to facilitate the conversion of indigenous into aided Primary schools, but this conversion is sometimes retarded by a reluctance on the part of the teachers to submit to departmental rules and methods of instruction, and often by a want of funds. Mr. Nash is of opinion that the receipt of aid from Government has in Bengal not infrequently had the result of checking the contributions from private persons for the support of these indigenous institutions, and considers that the poverty and ignorance of the teachers of aided Primary schools are the cause of serious evils. The information before the Government of India is not sufficient to enable them to form any conclusion upon the matter, which is, however, one meriting the attentive consideration of the Local Government. An account of the "zamindari" schools set on foot in the Punjab in 1887-88 is given in paragraph 126 of the Report. These schools were intended to provide peasants' children with such education as is necessary for them without interfering with their work in the fields; the people, however, are stated to regard this arrangement with dislike as a half-measure, and to prefer that their children should attend a full Primary educational course, if they attend school at all. Precisely the opposite feeling is said to be held by the peasantry in the Central Provinces. Mr. Nash shews by citation from the tables of the Census of 1891 that among the forest tribes, whose religion, being neither Hindu nor Muhammadan, is described by the Census Commissioner as "Animistic," only 1·7 per cent. of the boys and ·18 of the girls of school-going age are under instruction. Special measures have been taken to foster the spread of education among these classes. In such cases, and generally wherever it is necessary for the stability of the schools, aid is given from Government funds in the form of fixed stipends for teachers; the system recommended by the Education Commission, and applied wherever Aided schools are numerous, is that of payment according to the results of examinations.

The amount contributed from Municipal funds in the whole of India towards expenditure on Primary schools for boys rose from Rs. 3,94,596 in 1886-87 to Rs. 4,90,378 in 1891-92, and that contributed by Local funds from Rs. 20,51,371 to Rs. 28,49,553. The expenditure from fees rose from Rs. 23,39,988 to Rs. 27,45,075. The fee income in the North-Western Provinces rose by more than 170 per cent. owing to an enhancement in the fees for boys' schools; but it is still much less than in other Provinces. Fees in Primary schools are charged in most Provinces to all pupils able to pay them; but the levy of fees from the children of those paying an educational cess, though recommended by the Education Commission, is not carried out at present in the Punjab owing to the opposition of the agricultural community, and, where the schools have been entrusted to District Boards under the measures connected with Local Self-Government, it has been in several Provinces made discretionary with the Boards to levy fees.

8. Secondary education, which is imparted in Middle schools (giving superior instruction through the Vernacular and the English medium) and in High schools (teaching, generally in English, up to the Collegiate Entrance standard), was considered by the Government of India in 1888 to have made very satisfactory progress, and to be established on a sound and prosperous footing. The latest figures then available were those of 1886-87, in which year there were 4,160 schools and 404,189 students, 271,654 of the students being in the exclusively English division. There were also 7,678 advanced private schools teaching Oriental classics to 77,379 students. Secondary schools for girls were 357 in number, and were attended by 24,904 pupils. In 1891-92 there were 4,438 schools for boys and 438,988 students, 302,019 of the students being in the exclusively English division. Advanced private schools and students numbered 5,559 and 69,051: the causes of the reduction in this class of institution have been already adverted to. Secondary schools for girls were 434 in number, and were attended by 34,306 pupils: these figures will be further noticed in speaking of female education. The increase in Secondary schools for boys was chiefly in schools teaching English, which rose from 2,301 to 2,544. Seven hundred and fifty-five of the latter number were High schools and 1,789 Middle schools. By 1892-93 the number of Secondary schools for boys had risen to 4,553, while those for girls had fallen to 409. The number of boys attending Secondary schools were 453,019, and the number of girls 35,242. The principle has been accepted by the Government that the Education Department should gradually withdraw from the direct management of Secondary schools. Aided Secondary

schools for boys have increased from 1,267 to 1,381 (11 of the latter are in Upper Burma), and Unaided schools from 395 to 536. Mr. Nash points out that in 1887 the Secondary vernacular schools of the Central Provinces were counted as Primary schools; in 1891-92 they numbered 171. Even including this number, the increase in vernacular Secondary schools for boys was slight (1,859 to 1,894); but, as explained in paragraph 88 of the Report, this class of schools is particularly subject to variations. It seems inevitable that in a grade where English and Vernacular education co-exist, the tendency will be under existing influences for the former to oust the latter; and accordingly the kind of education in Secondary schools in which the percentage of students shows the largest advance is high English education. In Middle English schools in the North-Western Provinces and Oudh, the English language has been substituted for the vernacular as the medium of instruction; and, though opinions on the merits of the two systems are said to be divided in Bengal, it seems clear that students of a course which leads up to the Entrance Examination will, independently of other reasons for preferring English teaching, wish to learn all subjects of general knowledge in the language in which the Entrance Examination is held. The final standard of Middle school instruction differs in various Provinces according as the length of the High School course that is to follow it varies between four and two years. The Middle examination, or an examination more or less corresponding to it, has been made in several Provinces the preliminary test for candidates for employment in Government service in anything above a menial capacity; these orders necessarily tend to increase the numbers appearing at this examination. Expenditure from fees is the largest item in the expenditure on English Secondary schools for boys. It rose from Rs. 26,48,972 in 1886-87 to Rs. 36,81,049 in 1891-92 and Rs. 38,25,514 in 1892-93. The percentage of the total expenditure met from private sources rose from 67 in 1886-87 to 72 in 1891-92 and 1892-93. In vernacular Secondary schools for boys fees do not contribute so large a proportion of the outlay: the payments from this source rose from Rs. 2,08,722 in 1886-87 to Rs. 2,66,865 in 1891-92 and Rs. 3,20,483 in 1892-93, the percentage of total expenditure met from private sources advancing slightly from 43 to 44 in 1891-92 and 45 in 1892-93.

9. An "Upper Secondary" examination was established in 1889 in the Madras Presidency dealing with subjects of practical knowledge, and recognized equally with the First Arts Examination of the University as qualifying for superior public employment. In the Bombay Presidency also a School Final Examination conducted by the University, but recognized by the Government as a test of fitness for employment (the Arts examinations ceasing to qualify), was established in 1889. In Bengal, the University of Calcutta have not as yet found it possible to co-operate with any measure for carrying out the recommendation of the Education Commission for a bifurcation of studies in High schools. In the North-Western Provinces a scheme has been approved for the institution of a "School Final Examination," which will be at once a final test for schools teaching practical subjects, and a Matriculation Examination for students choosing the scientific course of study for the degree. Mr. Nash mentions as a result of the establishment of the Allahabad University that the number of scholars in the high stage of instruction in the North-Western Provinces and Oudh has increased by 55 per cent. The Punjab University has, it is stated, decided to hold a Clerical and Commercial examination, and an alternative Entrance examination in Science. In paragraph 108 of the Report Mr. Nash notices that in the Madras Presidency the principles laid down by the Education Commission in respect of scholarships have not yet been followed. The amount spent in 1891-92 from all sources on scholarships tenable in Secondary schools was Rs. 5,473, or much less than in any other Province except Coorg; while nearly six times as much was spent on scholarships in Arts Colleges. The statistics for India generally show an expenditure on scholarships at Secondary schools greater by one-third than the expenditure on scholarships in Arts Colleges. The system in the Madras Presidency is, it appears to the Government of India, open to the criticism that assistance is given where it is least necessary and withheld where it is most urgently required, and Mr. Nash's remarks in this connection merit the attention of the Madras Government. With reference to the recommendation of the Education Commission approved by the Government of India, that the Department should gradually withdraw from the direct management of Secondary schools, and that the extension of Secondary education should generally be left to the operation of the grant-in-aid system, it appears from the Report that in all the larger Provinces, where there is an appreciable number of Secondary schools

directly managed by Government, steps are being taken to transfer such as are not peculiarly circumstanced to private control, or at least to that of Municipal Boards or Committees. English schools for boys managed by Government or by local authorities decreased during the quinquennium, while Aided English schools increased from 1,267 to 1,381, and Unaided ones from 395 to 536.

10. The highest division of the Indian system of public instruction comprises those students who are reading in a College affiliated to the University one or other of the courses prescribed by the University for its higher examinations. The following figures indicate the progress of Collegiate education :

	ARTS.		LAW.		MEDICAL.		ENGINEERING.		TOTAL.	
	Colleges, English and Oriental.	Students.	Colleges.	Students.	Colleges.	Students.	Colleges.	Students.	Colleges.	Students.
1881-82	67	6,037	12	739	3	476	3	330	85	7,582
1886-87	80	8,764	16	1,602	4	654	4	474	113	11,494
1891-92	104	12,985	27	1,925	4	778	4	484	139	16,172
1892-93	108	13,387	28	1,915	4	811	4	519	144	16,632

The figures given for 1881-82 and 1886-87 are those shown in the Resolution of the Government of India of June 1888 ; the number of Law Colleges in 1886-87 is given in the present Report as 17. There were in 1892-93 two Colleges also for students of professional teaching, containing 57 students. In 1886-87 the only institution of this nature was in the Madras Presidency, and was attended by 7 students. An Agriculture College containing 45 students completes the list of Colleges in General Table III of Mr. Nash's Report. English Arts Colleges under public management have decreased from 32 to 30. Aided Colleges of this description have risen in number from 37 to 46, and Unaided ones from 17 to 27. Colleges of these latter descriptions are, generally speaking, taking the place of Government institutions. Fifty-eight of the Colleges were affiliated up to the B.A. standard in 1891-92 against 45 in 1886-87. It is the policy of the Government to maintain at the head-quarters of each Local Government a College teaching up to the highest standard, and consequently the most important Government Colleges are those at Calcutta, Madras, Bombay, and Allahabad. It is satisfactory to observe that under the heads of expenditure on English Arts Colleges, the largest increase is in that met from fees (Rs. 3,68,974 to Rs. 6,31,493). The average numerical strength of the Colleges has increased, and the cost of educating a student has fallen from Rs. 211 to Rs. 166 per annum. The cost to Government of educating a student in the Rangoon College, where there are but a small number of pupils, is extraordinarily high (Rs. 895 per annum). In Aided (English Arts) Colleges the average cost to Government per pupil annually is Rs. 42. The number of M.A. degrees taken annually has remained almost stationary during the five years (81 in 1886-87 and 79 in 1891-92) ; that of B.A. degrees rose from 710 to 898, while at examinations intermediate between these examinations and the Matriculation 2,690 students passed in 1891-92 against 2,105 in 1886-87. The figures do not on the whole show a rapid increase in the number of persons passing the University examinations. Of the Masters of Arts who took their degrees during the quinquennium, 70 per cent. belonged to Lower Bengal. Mr. Nash comments on the low percentage of success among candidates at the B.A. Examination in Bengal, which he is disposed to attribute in part to the lowering of the Entrance standard. The scientific course for the B.A. degree has been chosen by a fair proportion of the successful candidates during the five years. In Madras nearly one-half, in Bombay one-third, at the Calcutta University 22 per cent., and about the same proportion at the Punjab University selected this course. At Allahabad the proportion was smaller. Pursuant to recommendations of the Education Commission, a College affiliated to the Bombay University up to the B.A. and B.Sc. examinations has been established under the name of the Daya Ram Jethmal Sind College at Karachi by means of subscriptions, supplemented by a grant from Government. In 1892 there were 66 students on the rolls of this institution. Indian graduates now form the majority of the professors at most Colleges, and at some they compose the whole teaching staff with the exception of the Principal. Colleges of inferior standing have in many cases been transferred to private management, as was recommended by the Education Commission ; and, where superfluous, they

have been closed. In 1888 the Oriental College at Lahore was reformed, the abuses of the system of stipends to pupils being remedied, and the method of teaching Oriental languages being changed. The number of students, however, has greatly diminished. At the Benares Sanskrit College, which has been rendered a separate institution from the Arts College, the number of students has somewhat fallen, but the number of candidates appearing for the examinations has largely increased. No fees are paid by the students at this institution.

11. An Act of the Legislature was passed in 1887 for the establishment of a University at Allahabad, and the University was inaugurated in November of that year. Two thousand nine hundred and nine candidates have since passed the Entrance Examination of the University, and a number of Colleges have been affiliated. All the Indian Universities grant the degrees of Bachelor and Master of Arts: the Bombay University grants the degree of Bachelor of Science: in the Punjab University the degrees of Bachelor, Master, and Doctor of Oriental Learning are also bestowed. In the Universities of Calcutta, Bombay, and Madras a system has been introduced under which the privilege of electing, subject to the approval of the Chancellor, a proportion of the Fellows has been conferred on the Masters of Arts and holders of equivalent degrees. Generally speaking, the proportion of graduates who take the degree of M.A. is very small. By far the largest number of such degrees are taken at the Calcutta University, where in the five years under review the number reached 299. The Punjab University is a teaching as well as an examining body. The greater part of the expenditure in the Universities is met from fees together with income from endowments, only the Bombay and Punjab Universities receiving aid from public funds.

12. The view of the Education Commission was that there should be a Normal school in each Inspector's circle, and the Government of India in orders issued in December 1887 insisted on the importance of maintaining properly conducted training schools for teachers. In 1881-82 there were 97 schools for training masters and 16 for training mistresses, attended by 3,563 and 519 pupils respectively. In 1886-87 there were 112 schools for training masters and 28 for training mistresses, and the attendance was 4,414 and 672 respectively. In reviewing Sir Alfred Croft's Report, the Government of India observed that the progress made had not been great, and desired Local Governments and Administrations to continue to give their special and sustained attention to the subject. General Table III shows for the year 1891-92 115 training schools for masters with 4,353 pupils, and 37 training schools for mistresses with 793 pupils. In 1892-93 there were 116 institutions for training masters attended by 4,327 pupils, and 41 attended by 1,092 pupils for mistresses. There has thus been a certain degree of progress in providing training schools for mistresses, but of recent years the number of pupils at schools for masters has receded. It is explained in the Report that some of the institutions shewn in the tables do not really merit the title of training schools. In some no technical instruction is given; in others, when it is attempted, the want of training of the teachers prevents the results from being of any value. The principal variation in the expenditure on training schools is that the outlay from Provincial Revenues on schools for masters under public management increased from Rs. 2,28,157 in 1886-87 to Rs. 3,31,470 in 1891-92 and Rs. 4,04,262 in 1892-93. The increase occurred chiefly in Madras, the Punjab, and Bombay. A large share of the cost of training mistresses is borne by missionary societies. Most of the training schools in Madras were under the control of District Boards till the end of 1890-91; but the results of this system were found to be unsatisfactory, and all but two of the schools were transferred to the charge of the Education Department. It is observed that in the North-Western Provinces and Oudh no practising schools have been attached to the training schools, as is considered advisable in all other parts of British India. The Bengal Government owing to want of funds substituted the *guru*-training system which is described in paragraph 140 of the Report for the training of teachers of Lower Primary schools. Effective measures appear to have been taken in Madras and in the North-Western Provinces for diminishing the number of uncertificated teachers in charge of schools. Similar steps are being taken in other Provinces, and, generally speaking, the supply of Normal schools seems to be sufficient to provide teachers at least for Middle and Upper Primary schools. At present, however, owing in a great measure to defects of system at some of these schools, the number of efficient teachers is not what it should be. In

the matter of training masters for Secondary and English schools, difficulties have been experienced in some Provinces from want of funds. The Governor General in Council, however, declined to consider an examination in the art of teaching as an adequate substitute for good Normal schools, and directed that the training of teachers for each grade of schools—Primary, Middle, and High—must be considered a first charge on the Educational grant. The main difficulty with regard to providing trained female teachers is stated to lie in the reluctance of Hindu and Muhammadan young women to accept this employment.

In a separate communication, Mr. Nash has, agreeably to the request of the Government of India, brought specially to notice that in Bombay, Bengal, and the North-Western Provinces very little has yet been done to provide means for training teachers for English Secondary schools. And in the Bengal establishments for training teachers of Vernacular schools, the staff of instructors, it is said, consists entirely of untrained men. In view also of the absence of practising schools in the North-Western Provinces, Mr. Nash thinks that many of the Normal schools are merely schools for adult pupils, and that part of the money spent on them might more profitably be devoted to the maintenance of a Training college for teachers of Normal schools. The Government of India will address the Local Governments with a view to the removal of these defects.

13. The number of Law Colleges, which was 16 in 1886-87, had risen by 1891-92 to 27 and by 1892-93 to 28. There are now two Law schools in Assam. The necessity for Law students reading for a period at any rate at the Provincial head-quarters, where the best instruction is obtainable, has been recognized in Madras and Bombay. The Bengal Government is also of opinion that to make the teaching of Law a reality, it would be necessary to establish a College similar to that at Madras. The number of Law Colleges or classes has increased from 3 to 7 in the North-Western Provinces. The Allahabad University is the only University that confers degrees in Law upon persons who have not graduated in Arts. The Law institutions in India are generally self-supporting. Out of the total number (1,293) of persons who graduated in Law between 1886-87 and 1891-92, 855 studied in Lower Bengal. There has, however, been a decrease in that Province in the latest years reported on. There has been practically no change in the number of Medical colleges and schools, but the number of students has somewhat increased.

14. It has for long been accepted that the educational system should comprise a Secondary school course which should fit boys for industrial or commercial careers, and the need from a trade point of view of industrial education for developing the resources of India has also been recognized. Technical education is, therefore, supported by the Government of India as an extension of general education, and industrial education is countenanced so far as it is of a nature applicable to the service of existing industries. The Government of India, in reviewing Sir A. Croft's Report, suggested that schools of drawing and design might be attached to the principal railway workshops, and that in large towns there would probably be found an existing demand for superior skill in industries. Local Governments were enjoined to carry out on an early opportunity industrial surveys which should ascertain particulars as to all important local industries, and to appoint committees of educational experts and professional men with a view to their recommending alterations in the system of public instruction according as the requirements at local centres of industrial progress might render advisable. Chapter VIII of the present Report deals with the subject of technical education. The Note prepared in the Home Department in 1896 recommended that drawing and introductory science should be studied in all Middle and High schools; that there should be a practical or "modern" side in High schools; and that a "modern" University Entrance examination should be adopted as recommended by the Education Commission. It was suggested that special schools in the various departments of Arts should be established; that a technical branch to teach and improve a local industry should be attached in some places to Middle and High schools; and that the whole body of technical institutions should be systematized and placed under central colleges to be affiliated to the University.

15. Drawing is now taught in all Training schools in Madras, and special inducements are offered to all teachers to qualify in drawing; but it has not been made a compulsory subject of study in the schools. Elementary science is compulsory in High schools, and can be studied in Middle schools. In Bombay drawing is taught in all Government High schools and Training schools; and, though it has not been made compulsory, the number of students of drawing has very greatly increased. Some branches of elementary science are required for the Matriculation Examination, and are therefore compulsory in High schools; and an examination alternative to the University Matriculation Examination has been instituted. It does, however, not lead up to a University curriculum; and on the point as to how far its character is modern and practical, as also regarding the projected appointment of an instructor of science to every High school, the information is defective. In Bengal drawing has been made compulsory in Training schools, but its introduction into schools generally is still in the experimental stage: introductory scientific instruction has long been imparted in Upper Primary, Middle, and High schools. A modern side has not been established in High schools, as the Local Government considers it impracticable to effect this change until the Senate of the University will consent to establish an alternative Entrance examination in practical knowledge. The University of Allahabad has agreed to establish an alternative Final examination for High schools, which may also be a Matriculation Examination for those who purpose to study science. The general appointment of drawing teachers in the North-Western Provinces and Oudh has been suspended until funds become available for the establishment of a School of Art. Neither drawing nor science is a compulsory study in the schools in the Punjab; but the University has determined to hold an alternative Entrance examination in practical knowledge, and also a Clerical and Commercial examination which will not lead up to a University course. In the Central Provinces drawing has been made compulsory in Primary schools and optional in Middle schools. Physical science is compulsory in Government Middle schools, and lessons on common objects are given in Primary schools. Manual training has been introduced, but it has been found advisable to render it optional only. In Burma drawing has recently been made compulsory in Government and Municipal schools. In Assam the subject appears still not to be taught: a certain amount of science is taught in Middle and High schools.

16. Passing from what are considered the preparatory stages to technical education itself, it is remarked that amalgamated rules were published in Madras at the beginning of 1893. The rules prescribe examinations of three grades—elementary, intermediate, and advanced; the subjects embraced being Engineering, Physical Science, Geology, Biology, Sanitary Science, Agriculture, Veterinary Science, Commerce, Music, Drawing, and the work of various trades (Jeweller's, Printer's, Shoe-maker's, Lace-maker's, Cook's, etc.). Diplomas and certificates are awarded for passing at once in several of the subjects. The system is one of testing rather than imparting knowledge, and departs from the intentions of the Government of India in dealing directly with the actual work of various trades. Mr. Havell, Superintendent of the Madras School of Arts, conducted extensive enquiries, but a complete industrial survey has not been carried out in Madras, nor has agricultural instruction been introduced in Government High and Middle schools; industrial classes have been attached to a few schools. The Victoria Technical Institute, Madras, founded as a memorial of Her Majesty's Jubilee, has an invested capital of Rs. 1,42,000; it is stated that, when the building is completed, a technical library and museum will be opened, and arrangements made by delivering lectures and holding classes to constitute it an Upper Secondary Technical school. Hitherto the Institute's funds have been expended in giving stipends tenable by students at institutions where science and art are taught, and in providing certain lectures. The building referred to is a portion of the Connemara Fort Library building, and after construction is to be placed at the disposal of the Victoria Institute, the Government retaining the ownership. At the Madras School of Art the number of students has risen between 1886-87 and 1891-92 from 265 to 426, and the institution seems to be flourishing and useful. The Government of India are now considering, in communication with the Secretary of State, the position which should be assigned in the educational system to this and the other Schools of Art. The College of Agriculture at

Saidapet has been re-organized, but hitherto the number of students shows a decrease. From the account given of industrial schools (often charitable institutions) in Madras, it appears that in many of them boys are simply being trained to trades.

In Bombay the "Reay Art Workshops" were in 1890 added to the School of Art, and speedily received numerous apprentices in wood-carving and other artistic industries. The Victoria Jubilee Technical Institute, founded chiefly with subscriptions to the Ripon Memorial Fund and with money designed to celebrate the Jubilee of the Queen-Empress, was opened to students in 1888. The course was calculated to train a student in three sessions to be a fair mechanical engineer. A large number of students were immediately obtained. The Ripon Textile School is attached to the Institute. In the Fifth Annual Report of this Institute (which is perhaps the most advanced in India) it is stated that there had been 1,148 students in all during four years, and that all the Textile and many of the Engineering students who had completed the course had found ready employment. The Institute is provided with buildings and apparatus for its Engineering and Textile branches, and is resorted to from all parts of India, and even from abroad; other branches are to be established whenever funds are available. The Bombay Government considered that it had sufficient information about local industries without ordering an industrial survey. The Poona College of Science contains classes in science, engineering, and agriculture, besides classes, independent of the University, for training subordinates of the Public Works and Forest Departments. The numbers in the agricultural classes have somewhat diminished since 1887, employment not being assured to the students. Apprentices in the industrial department have risen from 76 to 110, and more cannot be admitted. Agricultural classes are attached to some of the High schools and to two Training schools. A Veterinary college was established at Bombay in 1886. There were 16 Industrial schools in 1892, besides industrial classes attached to ordinary schools.

The Government of Bengal deputed Mr. E. W. Collin in 1889 to make an industrial survey of the Province. He reported that, generally speaking, the industries were scattered and unimportant. His proposal for a school for mining students is said to be still under discussion. Other proposals by Mr. Collin related to the training of foremen for factories and workshops, and of artisans and mechanics; but he did not recommend the establishment of industrial branches of Primary or Secondary schools. Arrangements for accommodating apprentices to be trained in railway workshops are stated to be under the consideration of the Bengal Government, and a scheme was in 1891 directed to be prepared for the establishment of a silk-weaving school. The number of students of land surveying has risen greatly in Bengal, and they are said all to find employment with ease. The Local Government has raised the qualification for admission to the Seebpore Engineering College and also the maximum age, has provided instruction and machinery to enable the students to undertake larger pieces of work in the workshops than heretofore, and has improved the prospects of the students by the guarantee to graduates in engineering of certain appointments in the Public Works Department. The number of students in the Engineer classes rose from 44 to 87 during the quinquennium. The Calcutta School of Art trains general and engineering draughtsmen, architects, modellers, wood-engravers, and lithographers. The course of instruction was revised in 1887. The students, who pay Rs. 3 each per mensem as fees, have increased from 152 to 181. Instruction in design is sometimes given in the school, but regular classes for this purpose have not as yet been formed. There are 21 Industrial schools in Bengal; they appear from the later reports received to be more flourishing than was believed by Mr. Nash, and the instruction is not in all of them confined to teaching trades; but the future of these institutions can hardly as yet be regarded as assured.

The Government of the North-Western Provinces and Oudh concluded in 1890 that the chief need was higher training in the new mechanical industries introduced by British capital into the Province. A Committee was appointed to deal with the question of training skilled mechanics: The practical recommendations of this Committee, which chiefly relate to the rules of the Thomason Engineering College at Roorkee, and to establishing a School of Art at Lucknow and certain schools for the children of railway and foundry artisans,

are described in paragraph 183 of Mr. Nash's Review. An Industrial school has been opened at Lucknow, and an Agricultural school has during 1893 been established at Cawnpore: the changes proposed in the Roorkee College have been reported to the Secretary of State.

In the Punjab a Committee was appointed which submitted suggestions regarding agriculture as well as other topics, and also respecting the training of artisans. Standards for Industrial schools have been drawn up and grants offered to schools under private management teaching them; all the Industrial schools of the province are under the supervision of the Principal of the Mayo School of Industrial Art. The number, however, is as yet inconsiderable. A Railway Technical school, intended for the sons of railway artisans, was opened at Lahore in 1889, and speedily filled; a new building has now been erected, costing Rs. 45,000, and capable of accommodating five or six hundred scholars. The aim of the institution is to give instruction preliminary to the practical training of the real workshop. An industrial survey was not carried out, as existing industries are little developed. Design and decoration are said to be well taught in the Mayo School at Lahore, in which the number of students has increased from 82 to 134.

In the Central Provinces an industrial survey was carried out in 1888-89, but the industries were found not to be of such importance as to justify expenditure on technical instruction in connection with them. Fifteen technical scholarships are (it appears from the Report) offered by the Administration annually, tenable for two years, in the workshops of the Bengal-Nagpur Railway. An Engineering class was opened in July 1888 at Nagpur; the students easily find employment, but their number is still small. An Agricultural class was opened also in 1888 in connection with the Nagpur Experimental Farm. The course lasts two years, and includes practical work in raising crops, besides the principles of agriculture, elementary chemistry, and kindred subjects. Dr. Voelcker, Consulting Chemist to the Royal Agricultural Society of England, on visiting Nagpur, considered this to be the best agricultural class he had seen, and ascribed particular merit to the plan of prescribing the practical work of raising crops.

In Lower Burma an industrial survey has been carried out. Grants are offered to aided schools for teaching a number of arts or trades; but, according to the Report, technical training has not been taken up by any of them systematically. Eight stipendiary apprenticeships are given yearly in the State Railway workshops at Insein.

There is little demand for technical education in Assam, and the establishment of certain scholarships to be held by Assam boys attending the Seebore College in Bengal has been considered sufficient.

17. The agricultural aspect of technical education was considered in the instructive report on Indian agriculture which was prepared for the Government of India by Dr. Voelcker, and his suggestions were subsequently made the subject of examination by two Conferences summoned by the Revenue and Agricultural Department of the Government of India to deal with that report. The conclusions and recommendations made by Dr. Voelcker were thus stated in his report:

527. The spread of education will be an important element in the improvement of agriculture. It will do much to remove the prejudices attaching to "caste" and custom which prevent progress in agricultural methods, and it will give rise to a more intelligent farming class.

In a country where, as in India, agriculture is the chief employment, agricultural education especially should be encouraged. Until lately the tendency of education has been in a purely literary direction, and has turned attention away from the land rather than towards it; the fault can now be best remedied by substituting agricultural education for a part of the present educational programme. The work must proceed simultaneously from above downwards and from below upwards. Elementary instruction should be given in Primary schools by means of "readers" and "object lessons" which introduce familiar agricultural subjects. In Middle schools the elements of physical science, the use of agricultural primers, accompanied by *Illustration Plots* on which the ordinary farm crops are grown, should form part of the instruction. In High schools more attention should be given to physical science and to agriculture, and *Illustration Farms* or fields should be attached to the schools. Agricultural classes should be established where colleges or institutions that especially teach agriculture do not exist, and these should have *Demonstration Farms* attached, and land on which the pupils can themselves work.

Special attention should be directed to the agricultural education given in colleges in order that the teachers supplied to High schools and to Agricultural classes may be well-trained men, and that the Land Revenue, Agricultural, and cognate departments may be supplied with subordinate officials who have studied agriculture, both theoretically and practically.

I do not consider it advisable to establish special Agricultural colleges, but I think that it would be better to utilize existing colleges of science and to form agricultural branches at them. Universities should encourage the study of Agriculture by making Agriculture an optional subject in the course for a degree, and the claims of men who have passed in Agriculture should be fully recognized for appointments in the Revenue and cognate departments.

There is great need of agricultural text-books suited to the circumstances of the different parts of India, and these should be in the vernacular as well as in English.

528. That general education be extended among the agricultural classes.

That agricultural education form a part of the general educational system, and be introduced as a prominent subject in the schools of the country.

That text-books on agriculture adapted to the different parts of the country be prepared as early as possible.

That encouragement be given to the higher study of Agriculture by recognizing more fully the claims of men who have passed in Scientific Agriculture for appointments in the Land Revenue and cognate departments.

Since the submission of these remarks sufficient time has not elapsed for much progress to be made, but there is a general tendency to modify the course of primary instruction which will meet some of the suggestions made by Dr. Voelcker. For example, drawing has been introduced and agricultural primers or readers have been prescribed. In some instances hand and eye training of the Kindergarten description and experimental gardens have been tried, but no substantial measure of success has been attained in either of these directions. Experimental farms, with schools attached, have been established in some Provinces, and in them greater success has been obtained. On the whole, the Government of India are of opinion that the question is one which cannot be forced, but should be dealt with gradually, and that greater success is to be expected from making instruction in the rudiments of agriculture part and parcel of the primary system of instruction in the country than from teaching it as a subject apart from the general educational programme. As a matter of fact, the Indian cultivator's methods, though empirical, are well adapted to his environment; and, as Dr. Voelcker says, we ought not to look so much to teaching improvement in any particular agricultural process as to the general enlightenment of the agricultural classes, and that expansion of their minds which will enable them to perceive for themselves the small reforms which are within their means and opportunities. It will be the object of the experimental farms, which Local Governments and Administrations may, as opportunity presents itself, establish, to make those experiments in improved agriculture which, when successful, will no doubt gradually filtrate downwards to the cultivating masses.

18. The education of the children of Eurasians and domiciled Europeans is a matter which had received the attention of the Government of India before the appointment of the Education Commission. The view approved was that private contributions towards this object should be supplemented by grants-in-aid, regulated only by educational progress, and without reference to differences of denomination. The Bengal Grant-in-aid Code embodying these principles had been extended before 1888 to the North-Western Provinces and Oudh, the Punjab, and the Central Provinces; and provisions of a similar nature existed in the Madras Code. Excluding private institutions, the number of pupils of this class at school rose from 18,750 in 1881-82 to 23,031 in 1886-87. In reviewing Sir Alfred Croft's Report, the Government of India remarked on the defects of a system under which the grants were dependent on the results of an annual examination of individuals, and recognized as preferable the rule of the Bombay Code which provided for the concession of fixed grants for periods of years. This rule has as yet been adopted in Bengal only in the case of five schools; the schools are said to have thriven, but the absence of certificates to individual boys of passing the standards is a feature of the system of which parents complain. In the Central Provinces grants are now given upon the result of a quadrennial examination. No changes of importance have been made in the rules in Madras or Bombay during the five years under review. In Burma grants at special rates are given to these schools. The total number of Europeans and Eurasians attending schools (including

private institutions) increased by 1891-92 to 25,795, or by 9·7 per cent. By 1892-93 the number had still further increased to 26,952. Assam and Berar, besides the Provinces above noticed, work under the Bengal Code. There were in 1891-92 54 Aided Primary schools and four Unaided ones attended by 1,272 boys and 1,320 girls, besides a few others not shown in the returns. There were 7 Secondary schools managed by Government and one Municipal Secondary school, and 218 Aided and 16 Unaided under private management. The total number of boys attending Secondary schools was 11,267, and of girls 10,489. Fifty-two of the boys' schools and 54 of the girls' schools are High schools. Arts colleges are only 6, attended by 68 students. Europeans and Eurasians attend the public Colleges of Law, Medicine, Engineering, and Agriculture. Although the cost to the State of aiding the education of a child of this class is, of course, high as compared with the outlay necessary for a Native child, it is pointed out in paragraph 226 of the Review that approximately the average fee paid by a scholar in European schools is Rs. 43, while in other schools it is only Rs. 2, and that the percentage of the total cost borne by Provincial revenues is far less than in the case of other schools. There is a separate final standard for the High schools under the Bengal Code (which has been recognized by the Universities) in place of the Matriculation Examination. A difficulty is experienced in obtaining good teachers of boys' schools, as there are no prospects of advancement. There are two Industrial schools for Europeans in the Madras Presidency and an Apprentices' Home in Bombay; also there are industrial classes connected with the three Lawrence Asylums of Madras and the Punjab, and with the Calcutta Free School.

19. The subject of the education of Muhammadans has usually received separate comment. The total number of Muhammadan students enumerated in the returns was 447,703 in 1881-82, and in 1886-87 it was 752,441^{*}; but this increase was partly the result of the extension of the State system, and covered schools previously excluded. It was remarked in dealing with the figures of 1886-87 that a far larger proportion of Hindu than of Muhammadan students were receiving advanced instruction. Out of the 752,441 Muhammadan boys above mentioned, 58,222 only were attending Secondary schools, and 587 only were attending Colleges. In 1891-92 the total number of Muhammadan pupils at both public and private institutions was 887,236; and the percentage of Muhammadan pupils to total pupils was 23, the percentage of Muhammadans to total population in the area under consideration being, according to the census of 1891, 21·8. The number of pupils in 1892-93 was 894,241, or almost identical with the number attending school in 1891-92. Muhammadan children are, however, only 19·2 per cent. of the pupils in public institutions, and the great majority of the private schools attended by them are Koran schools. Still there is an advance of nearly a hundred thousand in the number of Muhammadans attending public institutions, and the percentage of increase has been greater than in the case of Hindus. The number of Muhammadans attending Secondary schools in 1891-92 was 66,652: 246 were in professional colleges and 736 in English Arts colleges. The advance of this section of the population in respect of higher education has, therefore, not been rapid. It is noticed, however, that at all the University examinations in Arts, except the M. A. Examination, the number of Muhammadan successful candidates has increased both absolutely and relatively to those of other religions: at the Matriculation Examination the increase is from 281 to 419. The employment in Madras and Bombay of a special Muhammadan inspecting staff has been followed by a large increase in the number of Primary schools attended by Muhammadans. Muhammadan Assistant Inspectors have been appointed also for Eastern Bengal and Behar. In this and other Provinces there appears to be liberal pecuniary provision for Muhammadan education. Mr. Nash cites in paragraph 241 of his Review a Resolution of the third Muhammadan Educational Congress held at Lahore in December 1888, and gives figures showing that in the most recent years the Muhammadans have made greater progress in the Punjab than either Sikhs or Hindus, but they have still much ground to regain. In the Central Provinces the percentage of children at school is three times as high among Muhammadans as among Hindus, both for boys and for girls.

^{*} The figures quoted in the Home Department Resolution No. 199, dated 18th June 1888, are cited.

20. The ninth chapter of the Review is devoted to female education. It was observed in the Resolution of June 1888 that (excluding private Elementary institutions) there were in 1881-82 2,678 Elementary schools for girls, attended by 85,279 pupils; and that (private schools being excluded) the number in 1886-87 was 4,514 schools, attended by 132,717 pupils. In Secondary education also there had been visible progress, the schools having numbered in 1881-82 190, attended by 6,366 pupils, and in 1886-87 357, attended by 24,904 pupils. In 1891-92 the total number of public Primary schools for girls was 5,228, and they were attended by 157,183 pupils. In 1892-93 the corresponding figures were 5,384 and 162,797. The total number of Secondary schools in 1891-92 was 434, and they were attended by 34,306 pupils. In 1892-93 the number of such schools was 409, and the number of pupils attending them 33,828. The number of girls attending Secondary schools for both boys and girls was 35,294 in 1891-92 and 35,242 in 1892-93. It is said that two-thirds of the girls attending private institutions are taught in Koran schools. The total number of girls under instruction has actually decreased in the North-Western Provinces and Oudh, where the percentage ('32) to the female population of school-going age is lower than in any other Province. In most Provinces there are a considerable number of little girls attending boys' Primary schools, the number of whom amounted in 1891-92 to 119,848, and in 1892-93 to 128,190. There were 45 female students on the rolls of Arts colleges in 1891-92 and 50 in 1892-93. The only Province which possesses a special college for girls teaching up to the B.A. standard is Lower Bengal. The charges met from fees have risen from Rs. 3,78,528 to Rs. 6,25,350, and public expenditure is now only 35·7 per cent. of the cost compared with 37·6 per cent. in 1886-87. The increase in fees, however, has taken place in European girls' schools. A rapid increase of girls under education in the Madras Presidency has followed on the establishment in 1888-89 of a special inspecting staff for girls' schools, though the increase as yet is chiefly in the lowest stages of instruction. As remarked above, the state of female education is most unsatisfactory in the North-Western Provinces. No progress in this matter appears to be made in those Provinces, and it is the opinion of some officers that the policy of placing the control of Primary girls' schools in the hands of District Boards has not proved a success. Such success as has been attained appears to have been secured in English or Anglo-Vernacular schools. The appointment of an Inspectress both for these and also for the ordinary Vernacular schools seems to be desired, and might have a good effect, as it has had in other Provinces. The number of girls under instruction in Lower Burma increased in the five years from 12,926 to 16,205, or by 25·4 per cent. In all Provinces higher grants are given to girls' schools than to boys' schools, and on easier terms. The examination in subjects suitable for girls as an alternative to the Matriculation Examination, which was recommended by the Education Commission, has not yet been established in any Province; but a higher examination for women exists in Madras, and there is a separate examination for European girls in several Provinces. As regards mixed schools—that is, schools attended both by boys and by girls—there is no reason to differ from the opinions quoted in paragraph 213 of the Review on the point that such schools for small children are unobjectionable, and often, owing to local circumstances, fill a place which could not easily be supplied. Still the objections which must always exist to educating the youth of both sexes together after a certain age apply with great force in India; and the limit fixed by the Education Commission, *viz.*, seven years, if at all too low, is only very slightly so. It is unnecessary at any rate to give encouragement to mixed schools for children above that age. With regard to Training schools for female teachers, it is stated that still very few girls reach the moderate standard of general knowledge required for admission. A "Training School and Home," especially for Hindu widows, has been established at Baranagar in Bengal, and an institution of a similar character at Poona.

21. In 1891-82 the total expenditure on public instruction in India was 186 lakhs of rupees. In 1886-87 it stood at a little over 252 lakhs. In that year the share borne by Government of the expenditure was 85½ lakhs, that by Local and Municipal Boards 49 lakhs, and that by the public in fees, subscriptions,

endowments, etc., 117½ lakhs. Of the 49 lakhs expended by local bodies, 6½ were in point of fact contributed by Government. The Government of India in the review of Sir A. Croft's Report expressed the view that the share met by the State should in the future decrease rather than increase, while the share borne by local bodies should exhibit a more marked increase. It was added that, having shown the way in educational matters, the Government of India recognized no responsibility to do for the people what they could and ought to do for themselves, but would retire where possible from direct instruction, and help it by pecuniary subventions. The expenditure from Provincial revenues, therefore, should be a diminishing quantity, and the Government High schools and colleges should eventually be considered chiefly as a standard for the emulation of other institutions, the number of pupils at them being limited. The total expenditure on public instruction in 1891-92 was 305 lakhs of rupees: 88 lakhs of this were contributed from Provincial revenues, 68 lakhs were contributed from Local and Municipal funds, and 149 lakhs were obtained from the public as fees, contributions, endowments, and the like. By 1892-93 the total expenditure was nearly 317 lakhs. The expenditure from Provincial Funds was 88½ lakhs, that from Local and Municipal Funds 69 lakhs, and 159 lakhs, of which 92½ lakhs came from fees, were received from other sources. In 11 years the expenditure on education has increased by 70 per cent. These figures are satisfactory as showing a much larger increase in the expenditure from other sources than in that from Government revenues; and the fact of an increase of fees from 65 lakhs in 1886-87 to 92½ lakhs in 1892-93 is, the Government of India consider, a most encouraging indication that the people have determined to undertake the responsibilities which properly rest on them in the matter of education. The average expenditure per head of the population from public and private funds respectively was Re. 0-1-1 and Re. 0-1-0, or Re. 0-2-1 in all. The share of the total expenditure borne by public funds slightly diminished from 53·4 in 1886-87 to 51·2 in 1891-92; the diminution was greatest under the heads of Collegiate (from 60·7 to 54·9) and Secondary education (from 34·8 to 30·4 per cent.).

22. In reviewing the recommendations of the Education Commission, the Government of India laid down the proposition that in proportion as the department withdraws from pushing its own institutions, its machinery for inspection would require strengthening, as a grant-in-aid system postulates a thorough inspection of all institutions brought under it. In Bengal the number of State-aided schools and the staff employed on inspection duties are far stronger than in any other Province. Besides the Inspectors and Assistant and Deputy Inspectors, there are upwards of 900 inspecting schoolmasters, pandits, and gurus. The numbers of the inspecting staff do not in general show an increase, but most Local Governments and Administrations have revised the inspection circles and satisfied themselves of the adequacy of the staff. Female Inspectors have also been appointed in several Provinces. The reports do not appear to the Governor General in Council to be sufficiently precise in showing whether the work of inspection is thoroughly carried out, and His Excellency in Council trusts that this important subject may be commented on more fully in future. The question of the re-organization of the Education Department has recently been under the consideration of the Government of India in connection with the report of the Public Service Commission. The views of the Secretary of State were communicated to the Government of India in His Lordship's Despatch No. 9 (Public), dated 28th January 1892. In this Despatch Viscount Cross held that, though it was ultimately desirable, the proposed abolition of the graded superior service could not be carried out forthwith, and approved the principle of a five years' probationary term for officers appointed from England. As regards Professors, the suggestion was commended to the Government of India that all Professors might be allowed to rise in ten years' service to a salary of Rs. 1,000 per mensem. Of Inspectors, one-half (it was said) might be recruited in India. These proposals as to the superior service were referred to Local Governments and Administrations. Several of the Governments consulted in replying sent up schemes for the re-organization of the whole Education Department in their respective Provinces; and it has been necessary to call for further reports and opinions prior to the

preparation of a matured scheme for submission to the Home Government. These are now under the consideration of the Government of India. It is contemplated that the Educational Service shall in future be divided into (1) the European Educational Service, for which recruitment will be made in England; (2) the Provincial Educational Service; and (3) the Subordinate Educational Service.

23. The views which the Government of India provisionally endorsed in the matter of discipline and moral training in schools and colleges were summarized in paragraph 26 of the Home Department Resolution No. 199, dated 18th June 1888. The Government of India then added that, while they would gladly see an increase in the number of Aided colleges and schools in which religious instruction was given, they at the same time did not admit that it had been shown to be impossible to impart moral instruction in State colleges, although the tenets of any particular religious belief could not be taught in them. Attention was again invited to the proposal of the Education Commission that a moral text-book should be prepared for general use based upon the fundamental principles of natural religion. Orders were issued on these subjects by a Resolution from the Home Department, No. ⁿ₃₇₁₋₃₃₅, dated 17th August 1889. The action that has been taken in ensuing years is noticed in Chapter XIV of Mr. Nash's Review. The Resolution had noticed with approval the promotion of physical education in the various Provinces, and advised that a system of marks and prizes for proficiency in gymnastics and athletic sports should be everywhere introduced. The suitable forms of punishment were enumerated, and it was said that the Provincial authorities should prescribe rules for the guidance of masters in employing them. The use of good-conduct registers was recommended, and the extension of the system of boarding-houses attached to the higher schools and colleges was approved. The Government of India observed that time would show whether the monitorial system—notwithstanding the fact that Indian schools are mostly day-schools—was suited for Indian boys, but expressed the belief that probably the adoption of such rules as were in force at the Elphinstone High School on this subject would be productive of advantage. In the matter of inter-school rules—designed to prevent a boy from obtaining advancement in class, or avoiding the consequences of misconduct by changing his school—the rules in force in Bengal and the North-Western Provinces and Oudh were recommended for general adoption in other Provinces: it was added that the Universities should be invited to co-operate in securing their adoption in Unaided institutions. With reference to the proposed preparation of a moral text-book, the Governor General in Council expressed the conclusion that it would not be advantageous to prescribe for use in schools a treatise or didactic discourse on the subject, but that books of extracts selected from standard authors and bearing on individual conduct should be prepared, such as Mr. Tawney, the Principal of the Presidency College at Calcutta, had already been desired to prepare by the Syndicate of the Calcutta University. Local Governments were requested to take measures for the purpose described either by the appointment of Committees or the employment of individuals to revise the existing readers or to compile new ones.

24. The Government of India are pleased to observe that the question of physical education has received attention throughout India. In Madras, in all schools and colleges under public management gymnastic apparatus is provided. Gymnastic and drill instructors are entertained, trained for the most part by the Madras Physical Training and Field Games Association, where examinations are held and certificates granted. In Bombay simple gymnastic apparatus is said to be possessed even by many Primary schools. Apparatus and instructors have been provided for most of the Zila schools in Bengal, but it appears from the Review that nothing has been done yet in Middle and Primary schools. In the Punjab distinct physical courses are prescribed for Primary, Middle, and High schools: physical training has been made compulsory in schools under public management, and provision has been made for the supply of competent teachers: these rules are in course of being carried out. In the Central Provinces all the Secondary schools and most of the Primary schools have been provided with gymnasia. In Assam (as appears from the Provincial Report for 1892-93) the masters in the High schools at Shillong,

Cachar, and Dibrugarh are instructed in physical exercise, and the pupils are regularly practised therein: the adoption of similar arrangements in the other Government High schools is under consideration. Rules have been laid down regarding punishments in schools under public management in the Codes of Madras, the Punjab, and Burma. Fines are not mentioned in these Codes. In the Central Provinces corporal punishment for boys under 15 years of age has been regulated. The offences punishable with corporal punishment in schools are dealt with by fines in colleges. In Assam instructions have been issued in a Circular to all head masters of schools. The Review does not show whether any other Governments have issued instructions on the subject of punishments in the manner requested. The competition of rival High schools and Colleges in Bengal is described as a fruitful source of misconduct, and as offering impunity for it. Conduct registers have been generally introduced, though their use is only partial in the Punjab and in Berar, while the Bombay and Burma Reports do not show what has been done. Financial difficulties have restricted the extension of boarding-houses. They are, it would seem from the Review, not attached to Government schools for natives in Madras. In Bombay there are no hostels attached to Government High schools. They are attached to nearly all Government colleges and Zila schools in Bengal. In the North-Western Provinces nearly all Zila schools have boarding-houses. About 12 per cent. of the students reside in them, and they are described as very successful. In the Punjab it is a standing regulation that, as far as possible, a boarding-house should be attached to every Secondary school: the cost, it is stated, falls almost exclusively on Municipalities. In Burma the system has been partially introduced. Mr. Nash has suggested that columns should be added in general tables III and IV to show the attendance and expenditure in boarding establishments, and this suggestion will be referred to Local Governments. The information available as to the introduction of the monitorial system and its results is very imperfect. Apparently in the Punjab and the Central Provinces it has been tried with success in boarding-houses. The inter-school rules have been revised in most Provinces. In Madras they are in force in all colleges and schools recognized by the University. In Bombay a leaving certificate is substituted, but admission to another school is not restricted by definite rules. The rules in Lower Bengal are stated to have been made by the University's action practically compulsory in Unaided schools, though they have not yet been formally accepted by the University. In the North-Western Provinces inter-college rules have been accepted by the University, and similar rules have been made for Anglo-Vernacular schools. The Punjab Rules debar from re-admission for six months only. The Bengal Rules have been adopted for most grades of schools in Assam. The Rules are said to have proved very salutary in Bengal, though some supervision of the masters in the matter of the refusal of transfer certificates is now required. In Bengal certain readers or books of selections have been chosen by the Central Text-Book Committee as being of the ethical tendency desired by the Government of India. These are specially recommended to the notice of managers in the approved list of books; but text-books are not prescribed by the Department for any class of schools. English readers have been revised in the North-Western Provinces; but information is not given as to vernacular readers. The English and Vernacular books have been adopted in Assam from the North-Western Provinces and Bengal respectively. In the Punjab a special moral text-book is used in Anglo-Vernacular High schools; and in all schools the class readers are framed so as to convey moral instruction. In Burma a new set of Burmese readers is being prepared. In Berar the text-books in use in Primary and Middle schools are stated to have been since some years past prepared or selected with the view of conveying moral lessons. In colleges in India insubordination and grave breaches of college discipline are rare; but instances occur of personation at examinations, the use of forged certificates, and similar offences. The suggestions of the Government of India on the subject of college discipline have been generally accepted by Local Governments.

25. The fifteenth and sixteenth chapters of the Review deal with recommendations of the Education Commission relating to Educational Conferences and the preparation of text-books. The recommendations on the first subject

pointed to assemblages of Educational officers together with managers of Aided and Unaided schools, and to local meetings of schoolmasters under the superintendence of Deputy Inspectors. In Madras conferences have been held on three occasions, a moiety (*i.e.*, generally about six) of those attending being representatives of institutions under private management, and such important matters as the alternative final examination for High schools and the tests for admission to the public service have been discussed by them. In the Punjab the Senate of the University advises the Government on all grades of education. A departmental and a general conference are held annually at Lahore, and the latter has discussed nearly all the important matters in which action has been taken of late years. In Lower Burma the Educational Syndicate is a permanent consultative board. A conference in 1889, which revised the grant-in-aid rules, was composed to the extent of three-fourths of representatives of schools under private management. In Bombay and Assam no conferences appear to have been held of late years; and only local assemblages have been held in Bengal. There is little information available as to other Provinces; but conferences have been held in the North-Western Provinces, and apparently annual district assemblies are held in the Central Provinces. In Berar an annual conference and circle gatherings take place.

26. After obtaining reports from Local Governments on the subject of the school-books in use, the Government of India in the year 1877 convened a small General Committee, comprising representatives of the different Provinces, to formulate recommendations for action. The Committee deprecated the attempt to issue an Imperial series of text-books, but advised that a Standing Committee should be constituted in each Province to report yearly and approve all books to be used in Government or Aided institutions, and that a corresponding English Text-book Committee should also be appointed. In a Resolution, dated 10th January 1881, the Government of India accepted the view that an Imperial series of text-books should not be prepared, and decided that Local Governments should supervise the preparation of text-books, assisted, if necessary, by Standing Committees containing a fair number of independent members, and should communicate with the Standing Committees of other Provinces. The subject was to be noticed in a separate section of the annual Provincial Educational Reports. The Government of India declined to restrict Aided schools to the use of the Government school-books. The Education Commission in 1883 recommended that the Provincial Text-book Committees should continue their operations, and that the function of Government depôts should be confined to the supply and distribution of vernacular text-books. Passing to the period now under review, it appears that in Madras there was no permanent Text-book Committee until 1892. The Committee then appointed consists mostly of specialists in the various lines, and 8 out of 26 members are non-officials. In 1889 the Madras Government withdrew from the publication of school-books, and private presses are now allowed to produce works of which Government has the copyright after approval of the proofs. In Bombay English text-books are not apparently submitted to a Committee, but several Committees exist dealing with vernacular text-books. In Bengal the duty of selecting suitable books has since 1875 been performed by the Central Text-book Committee, the members of which are divided into six Sub-Committees, according to the subject-matter of the text-books submitted to them. The Director annually revises the list of books according to the Committee's recommendations. The Committee, which is composed of the best scholars available, undertook in 1891-92, at the request of the Director, to prepare lists of authorized text-books for High and Primary schools also. There are branch Committees for Behar and Orissa. The Calcutta School Book Society, which has numerous agencies, is the chief medium for the distribution of school-books. In the North-Western Provinces and Oudh there are four Committees for selecting Zila schools' text-books and four for selecting books for Vernacular schools in different quarters of the Provinces. The lists are subject to the Director's revision. The request of the Government of India that a separate section of the annual Report should deal with text-books is no longer complied with in the North-Western Provinces and Oudh, and this omission should be rectified in future. The Punjab Text-book Committee, which was established in 1877, undertakes the preparation as well as the examination of books: there

are eight Sub-Committees. Text-book Committees have been appointed also in the Central Provinces and in Burma. In Burma there is an officer, called the Editor of Vernacular School Text-books, who examines vernacular works in the first instance, and also makes translations and selections.

27. The more prominent results brought out from the history of education in India during the five years covered by Mr. Nash's Report may be briefly enumerated. The number of institutions, public and private, coming within the purview of the Education Department has risen from 127,116 to 141,793, or by 11·5 per cent., and the number of pupils from 3,343,544 to 3,856,821, or by 15·3 per cent. The increase in pupils is to the extent of 63,340 accounted for by the inclusion for the first time of returns from Upper Burma. Though the advance has occurred in a slightly higher ratio in colleges and Secondary schools than in Primary schools, the difference has not been sufficiently marked to cause any substantial change in the proportions of students in these three stages of education. A satisfactory indication of the change of attitude of the Muhammadan community towards the educational system adopted by the Government is to be found in the increase in the number of Muhammadan students by nearly 18 per cent. The number of Hindus attending school or college has also increased by 12·8 per cent. Female education has made a substantial advance, the number of girls at school at the end of 1891-92 having been 27·3 per cent. in excess of the number at the end of 1886-87. Something has been done to cultivate a taste for technical education by general introduction of drawing into the school course. In many Provinces even this is still in the experimental stage, and the further development of technical education has not yet been generally systematised. A defect in the educational system which demands serious attention is the inadequacy of the course of training given in many of the Training schools for teachers.

As Government recedes from directly managing its own schools, and confines itself more and more to aiding schools not maintained by the Educational Department, the duty of securing an efficient inspection of schools receiving grants-in-aid becomes greater. This question merits the close and continued attention of Local Governments and Administrations. One of the most satisfactory features in connection with the progress of education during the five years under review is to be found in the increase of expenditure by over 20 per cent., and in the change in the sources from which that expenditure has been met. The expenditure from Municipal and Local funds has materially increased, while the share of the total expenditure borne by public funds (in which are included Local and Municipal as well as State revenues) has slightly declined. It is most encouraging to find that the payments of the public have during five years increased from 117½ to 149 lakhs, and particularly that the receipts from fees have increased by over 35 per cent.

It only remains for His Excellency in Council to express his appreciation of the ability and care with which the Review of the quinquennial period has been prepared by Mr. Nash. Although it is not without some deficiencies and obscurities, these are in general due to circumstances of difficulty almost inseparable from the present arrangements for its compilation, and the work as a whole affords a full survey of the progress of this most important department of the administration. Suggestions which have been made by Mr. Nash for improvements in the method of compiling the quinquennial Review in future are being separately considered by the Government of India.

ORDER.—Ordered, that a copy of this Resolution be forwarded to all Local Governments and Administrations, to the Department of Revenue and Agriculture, and to Mr. Nash for information.

Ordered also, that the Resolution be published in the Supplement to the *Gazette of India*.

[True Extract.]

J. P. HEWETT,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, September 1st, 1894.

General Summary.—The tendency to the formation of a depression in the Bay noticed on the 25th August was observable throughout the past week, but it was not until the end of the week that a very shallow low pressure area was shown covering the north-west of the Bay and the adjacent coast districts, and extending into the eastern districts of the Central Provinces. Winds on the coast were not influenced by the depression till Saturday morning, when they first showed a feeble cyclonic circulation.

Both monsoon currents were considerably below their normal strength at the commencement of the week, and rainfall had practically ceased in Burma; but on the 28th and 29th an increase in the winds and a rough sea at Colombo indicated the advance of a fresh burst of monsoon winds in the south of the Bay, which reached Burma on the 30th, giving increased rainfall in that province; and, gradually extending over the Bay, had crossed Bengal into the Gangetic plain by the 1st September.

Winds continued to have an unusually strong northerly element on the West Coast and in the Deccan, and moderate to heavy rain was in consequence determined to the Deccan and the greater part of the Madras Presidency. Stations in this area, such as Hyderabad, where rainfall was most largely in defect, have received some heavy falls, which have increased their total monsoon rainfall to almost the normal amount. Rainfall is still largely in defect in parts of the Bombay Deccan, and very little rain has fallen in that area during the week. North Bengal and North Bihar have again received moderately heavy rain, and some heavy falls have been registered in the western districts of the North-Western Provinces. Agra has received 11 inches and Jhansi 8 inches during the week.

An interesting feature at present is the unusual dampness of the air in North-Western India, the percentage of humidity being considerably in excess of the normal in the Punjab, Sind, Rajputana, and western districts of the North-Western Provinces. The following gives a few instances of the variations from the normal on Saturday, the 1st September:

	Actual percentage.	Normal.	Variation.
Peshawar	78	59	+19
Murree	100	73	+27
Jacobabad	66	56	+10
Jcypore	98	73	+25
Ajmere	86	73	+13
Agra	89	73	+16

Daily Summary.—*Sunday.*—Pressure had risen briskly in the Punjab, and was normal in Lower Burma and Southern India and in excess in Northern

and Central India, the excess being most marked in North-Eastern India. Gradients were very slight in the Peninsula and the Bay, and winds were light and variable on the Burma Coast, and had decreased considerably in strength at the head of the Bay. Winds were more northerly than usual on the West Coast and in the Deccan. Light to moderate showers had fallen in Burma and South Central Madras, and Bengal, Bihar, Chota Nagpur, the North-Western Provinces, East Rajputana, and the South-East Punjab had had general rain. Dinajpur reported a fall of 3·31 inches, Agra 3·89 inches, Mussooree 2·26 inches, and Sambalpur 3·44 inches.

Monday.—Pressure changes were everywhere small, and pressure continued in considerable local excess in Central and North-Eastern India. Winds were unchanged in Burma, the West Coast, and the Deccan. Easterly winds were extending in the Gangetic plain. General moderate rain had fallen over Madras and the greater part of the Deccan, but very little rain had fallen in Western and Central India, the Central Provinces, Burma, Rajputana, and the Punjab. Heavy rain had been received in parts of North Bengal and the North-Western Provinces. The most important falls reported were—Jalpaiguri 3·86 inches, Darjeeling 3·15 inches, Gnatong 2·52 inches, Bareilly 3·5 inches, Bahraich 2·32 inches, Chakrata 2·02 inches, Mussooree 2·01 inches, Madras 1·54 inches, Cuddalore 1·02 inches, and Tinnevely, Trichinopoly; Cuddapah, Raichur, Hyderabad, Masulipatam, and Cocanada amounts ranging between $\frac{1}{2}$ and 1 inch.

Tuesday.—Pressure had given way briskly in Burma, Assam, and the north of the Bay, and pressure was very uniform over North-Eastern India and the north of the Bay. A shallow low pressure area lay over Central and Upper Burma, and pressure was much less markedly in excess in North-Eastern India than for some time past. Winds were stronger at Colombo, but continued light on the West Coast and the north of the Bay. Winds had a stronger northerly element in the Deccan and the Malabar and Konkan Coast districts. Little rain had fallen in Burma and Bengal. The Gangetic plain and the greater part of the Madras Presidency had received moderate general rain. Madras had registered a fall of 2·68 inches, Cuddapah 2·38 inches, Jeypore 2·02 inches, Cuddalore 2 inches, Coimbatore ·63 inch, Negapatam ·54 inch, Madura ·81 inch, and Gorakhpur, Bahraich, Ranikhet, Mussooree, Chakrata, Bassein, and Darjeeling amounts between 1 and 2 inches.

Wednesday.—The barometer had fallen in Lower Burma, the Deccan, the West Coast districts of the Bay, and probably in the centre of the Bay, and a very shallow low pressure area was shown covering the north-west of the Bay and the adjacent coast districts. Winds continued light on the Burma, Bengal, and Konkan Coasts, but they had strengthened and were blowing strongly at Colombo, where also a rough sea was reported, indicating increasing monsoon winds in the south of the Bay. Favourable rain had again fallen in Southern India, Bellary reporting a fall of 1·36 inches, Madras 1·14 inches, Cuddalore 1·02 inches, and Negapatam ·89 inch. Rainfall was very light in other parts of India, the only fall of over 2 inches being one of 2·21 inches at Dinajpur. Only a few other stations had received amounts exceeding 1 inch.

Thursday.—The fresh advance of monsoon winds shown by the winds at Colombo had reached Burma, where pressure had increased briskly in consequence.

Pressure had decreased over nearly the whole of India, but the depression at the head of the Bay had apparently not developed any further. Winds were slightly weaker at Colombo and had increased on the Burma Coast. They were practically unchanged elsewhere. Rainfall had increased in Burma, the North-Western Provinces, and Southern India. Agra had received 5 inches, Tavoy 4'81 inches, Jhansi 3'30 inches, Umballa 3'08 inches, Raichur 3'10 inches, Thayetmypo 2'44 inches, Akyab 2'28 inches, Hyderabad (Deccan) 2'20 inches, Kurnool 2'24 inches, and Madras 2'11 inches.

Friday.—Pressure had increased over the whole of India, and was again in moderate to considerable excess in Bengal. The depression in the Bay had not shown signs of further development. Winds continued light in Northern India and on the West Coast. The chief falls of rain reported were—Diamond Island 5'65 inches, Kindat 2'92 inches, Bareilly 2'35 inches, Barisal 2'01 inches, Jhansi 1'9 inches, Chanda 2'45 inches, Nagpur 2'31 inches, and Hyderabad (Deccan) 1'17 inches.

Saturday.—Pressure had increased over the greater part of India, but had fallen locally in the Central Provinces and North Madras. The depression in the west of the Bay still continued of little importance, but the winds were now irregularly cyclonic, and the depression had hence probably developed slightly. Winds were increasing in Bengal, and easterly winds again prevailed in the Gangetic plain. The fresh advance of monsoon winds had thus extended over the Bay, and had crossed Bengal into the Gangetic plain. The following gives the most important falls of rain: Benares 3'74 inches, Dehra Dun 2'14 inches, Murree and Bharno each 2 inches, Cocanada 2'04 inches, Saugor 1'38 inches, Amraoti 1'48 inches, and Hyderabad (Deccan) '8 inch.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

PROVINCE.	August 1894.						Septem- ber 1894	Mean variation of week.
	26th.	27th.	28th.	29th.	30th.	31st.	1st.	
Burma	0	0	0	0	0	0	0	0
Bengal and Assam	+0'9	+2'3	+2'0	+2'0	—0'2	—0'6	—1'1	+0'8
North-Western Provinces and Oudh	—3'0	—1'2	—0'2	+0'8	+1'7	—0'6	0	—0'4
Punjab	—2'7	—1'9	—1'9	—3'3	—2'4	—1'4	—3'1	—2'4
Bombay	—2'0	—0'9	—1'0	—0'8	—1'1	+0'5	+0'3	—0'7
Central Provinces and Berar	+1'2	+1'5	+0'7	0	—0'4	—0'3	+0'1	+0'4
Central India and Gujarat	—0'8	—0'3	+0'2	+1'0	+1'6	+1'7	+1'7	+0'7
Sind and Rajputana	—0'9	—1'1	—1'3	—0'7	—0'5	—0'3	—0'2	—0'7
Madras	—3'5	—1'2	—1'3	—1'1	—0'8	—0'9	—2'1	—1'6
	+0'2	—0'6	—0'3	—1'3	—1'8	—1'3	—0'8	—0'8
Mean for whole of India	—1'2	—0'4	—0'3	—0'4	—0'4	—0'4	—0'6	—0'5

Temperature has been below the normal throughout the week in the North-Western Provinces, Central India, and Rajputana. It has been in defect on most days of the week in the Punjab and Madras. The decrease in the rainfall

in Burma caused higher temperatures than usual during the first part of the week, but with the fresh advance of monsoon winds and renewed rainfall temperature fell again to below the normal. The Central Provinces and Bombay have experienced higher temperatures than usual due to the small amount of rain received in those provinces during the week. The variations from the normal were, however, but small in amount almost everywhere, and the mean temperature for the whole week was practically normal in all provinces, except in the North-Western Provinces and Rajputana, where it was in slight to moderate defect.

The mean average temperature for the whole of India was in slight defect on the 26th, and normal in all other days of the week. For the whole week it was 0.5° in defect.

Rainfall.—The rainfall of the week has been in excess of the normal in the North-Western Provinces, the south, central, submontane, and hill districts of the Punjab, East Rajputana, and nearly the whole of Madras, including the Hyderabad Deccan. It has also been in excess in Central Bengal, Chota Nagpur, North Bihar, Tenasserim, and Central Burma, but in North-Eastern India generally, the Central Provinces, Bombay and Malabar Coast districts, and North Bombay it has been in defect. The deficiency was absolutely greatest in Arakan, the Surma valley, and the Konkan, where it exceeded 3 inches.

The past week's rainfall has made some important changes in the total monsoon rainfall distribution. Moderate to heavy rain has been received in Southern India and the East Deccan, and the deficiency in the rainfall in those areas has been considerably reduced. In the Hyderabad Deccan the percentage of defect is now only 22, and in South Central Madras only 26. Rainfall continues in serious defect in Mysore and Coorg and parts of the Bombay Deccan. The deficiency in the monsoon rainfall is more pronounced in Assam than it was a week ago. In all other divisions rainfall is now either practically normal or in excess of the normal.

The Punjab Hill districts have received the heaviest rain during the week. Kangra received 22.64 inches and Dharmasala 14.56 inches. Amounts slightly exceeding 10 inches were received at several stations in the North-Western Provinces and Tenasserim. The following gives the largest amounts reported:

North-Western Provinces.—Karhal (Mainpuri) 10.8 inches, Fatehabad (Agra) 10.18 inches, Puranpur (Pilibhit) 10.51 inches, and Agra 11.48 inches.

Tenasserim.—Thaton 11.45 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING SEPTEMBER 1ST, 1894.			RAINFALL DATA FROM JUNE 3RD TO SEPTEMBER 1ST, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 3rd to September 1st.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	7'71	7'35	+ 0'36	173'07	123'63	+ 40
	Lower Burma	2'83	4'94	- 2'11	68'63	62'43	+ 10
	Central Burma	3'98	3'20	+ 0'78	51'86	50'36	+ 3
	Upper Burma	2'05	?	?	25'32	?	?
	Arakan	2'92	6'13	- 3'21	133'89	131'03	+ 2
BENGAL AND ASSAM	Eastern Bengal	2'09	2'97	- 0'88	60'33	56'47	+ 7
	Assam (Surma)	1'71	6'49	- 4'78	79'15	98'96	- 20
	Do. (Brahmaputra)	1'97	2'93	- 0'96	39'16	44'40	- 34
	Deltaic Bengal	1'69	2'03	- 0'34	34'62	34'99	- 1
	Central Bengal	2'64	2'32	+ 0'32	36'20	34'43	+ 5
	North Bengal	3'29	4'64	- 1'35	53'29	65'18	- 18
	Orissa	1'37	2'01	- 0'64	36'60	32'70	+ 12
	Chota Nagpur	3'03	2'31	+ 0'72	43'00	35'41	+ 23
	Bihar (South)	2'04	2'16	- 0'12	35'20	29'21	+ 21
NORTH-WESTERN PROVINCES AND OUDH.	Do. (North)	2'95	2'82	+ 0'13	33'38	32'55	+ 3
	North-Western Provinces (East)	3'25	2'08	+ 1'17	39'89	27'16	+ 47
	Do. (Submontane) (a)	3'26	2'43	+ 0'83	36'76	28'81	+ 28
	Oudh (South)	2'86	2'41	+ 0'45	36'04	25'84	+ 30
	Do. (North)	4'82	2'47	+ 2'35	41'04	27'74	+ 48
	North-Western Provinces (Central)	3'31	2'20	+ 1'11	32'60	24'90	+ 31
	North-Western Provinces (West)	4'25	1'90	+ 2'35	22'36	20'59	+ 9
PUNJAB	North-Western Provinces (Submontane) (b)	4'07	2'91	+ 1'16	43'58	31'91	+ 37
	Punjab (South)	0'76	0'67	+ 0'09	12'78	9'24	+ 38
	Do. (Central)	2'60	1'26	+ 1'34	17'31	15'01	+ 15
	Do. (Submontane)	2'24	1'40	+ 0'84	34'25	19'47	+ 71
	Do. (Hill Districts)	7'68	2'60	+ 5'08	85'45	50'50	+ 69
	Do. (North-West)	0'89	0'04	- 0'85	18'95	12'57	+ 51
	Do. (West)	0'02	0'34	- 0'32	5'59	4'90	+ 14
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Malabar	1'23	3'50	- 2'27	72'86	82'43	- 12
	Madras (South Central)	1'79	1'27	+ 0'52	11'85	16'10	- 26
	Coorg	3'30	5'46	- 2'16	64'31	93'85	- 31
	Mysore	0'62	1'25	- 0'63	11'76	17'45	- 33
	Konkan	1'19	4'36	- 3'17	92'56	94'50	- 2
	Bombay Deccan	0'71	1'14	- 0'43	23'93	17'60	+ 36
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	0'38	1'16	- 0'78	13'90	14'30	- 3
CENTRAL PROVINCES AND BERAR.	Berar	0'60	2'50	- 1'90	23'69	24'74	- 4
	Central Provinces (West)	0'88	2'14	- 1'26	30'36	29'06	+ 4
	Ditto (Central)	1'25	2'05	- 1'40	42'14	39'94	+ 6
	Ditto (East)	2'24	2'35	- 0'11	48'65	37'04	+ 31
BOMBAY (NORTH)	Gujarat	0'57	1'30	- 0'73	41'87	34'20	+ 22
	Kathiawar	0'06	0'83	- 0'77	31'68	15'46	+ 105
	Sind	0	0'14	- 0'14	8'74	3'94	+ 122
RAJPUTANA AND CENTRAL INDIA.	Central India (East)	1'10	1'89	- 0'79	29'61	28'98	+ 2
	Rajputana (East), Central India (West)	2'24	1'65	+ 0'59	23'24	21'77	+ 7
	Rajputana (West)	0	1'06	- 1'06	11'12	10'75	+ 3
MADRAS	East Coast (North)	1'73	1'86	- 0'13	17'40	17'59	- 1
	Ditto (ditto) (a)	2'35	1'84	+ 0'51	34'01	38'66	- 12
	Hyderabad (South)	2'69	1'12	+ 1'57	11'49	15'04	- 22
	Madras (Central)	2'05	1'12	+ 0'93	11'73	10'40	+ 13
	East Coast (Central)	2'14	1'31	+ 0'83	9'26	10'90	- 15
	Ditto (South)	2'66	1'26	+ 1'40	10'75	10'39	+ 3
	Madras (South)	0'87	0'73	+ 0'14	3'84	4'29	- 11

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SIMLA, 6th September 1894.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 1st September.*—Rainfall general; good in Cuddapah, the Carnatic districts, and Tanjore; fair elsewhere. Agricultural operations are generally progressing vigorously. Standing crops have benefited by the recent rains, but more rain is still wanted in parts of Vizagapatam, Godavari, Nellore, and Bellary. Harvests in progress with fair outturn. Pasture is improving and fodder sufficient. The condition of cattle is generally good. Prices continue high, but those of dry-grains have fallen in many districts.

Bombay.—*For week ending 5th September.*—Rain throughout the Presidency Proper and in parts of Sind; generally slight or moderate, and especially beneficial to the crops in Ahmednagar and Sholapur. More rain is wanted urgently in all districts of the Deccan and Karnatak and in parts of Thana and Kathiawar. Standing crops have been damaged by insects in parts of Hyderabad and Satara, and are suffering for want of moisture in parts of Nasik, Ahmednagar, Sholapur, and Dharwar. Preparations for late crops are progressing in nine districts. Fodder is sufficient, except in parts of Nasik and Sholapur. Prices are normal, except in parts of Nasik, Ahmednagar, Sholapur, and Bijapur.

Bengal.—*For week ending 1st September.*—There was good rain in all districts during the week, but the falls were generally lighter than usual. Agricultural prospects on the whole continue favourable. Winter rice is nearly all transplanted and is doing well, but in Rangpur the transplantation is said to be backward owing to the deficient rainfall. The early rice and jute are being gathered. The harvesting of the autumn crops in Bihar and Chota Nagpur has begun. In Monghyr the autumn crops on both banks of the Ganges have been considerably damaged by flood. The flood in Cuttack has not yet quite subsided. Cattle are generally reported well, except in the flooded tracts of Orissa, where the fodder-supply is scanty. Prices continue normal.

North-Western Provinces and Oudh.—*For week ending 5th September.*—Heavy and continuous rain during the week has retarded agricultural operations. Crops on low-lying lands have been injured by flood. A break is now much needed. Transplanting and weeding of paddy are in progress. Sugar-cane is flourishing. Harvesting of earlier crops has begun; a poor outturn is anticipated in places where the rainfall has been excessive. With a few exceptions prices continue normal.

Punjab.—*For week ending 5th September.*—Rain has fallen in all but five districts; more rain is needed in Shahpur. Sowings of autumn crops are over and weeding is in progress. Ploughings for the spring crops are going on. Prospects of the standing crops are reported good to average. Their condition is improving in Hissar. The crops have been damaged by excessive rain on low-lands in Amritsar, and by field rats in parts of Ferozepore and Lahore. Cattle are generally reported in good condition, and fodder is sufficient throughout the province. Prices high and rising in two districts, falling in three others, and low elsewhere.

Central Provinces.—*For week ending 5th September.*—Showers of rain with intervals of dull-weather and sunshine have characterized the week in nearly every district, and the showers have been heaviest in Narsinghpur and in the Nagpur country, where they were accompanied by thunderstorms. The crops are doing well in Damoh. In Saugor jowar (*Sorghum vulgare*), kodo (*Paspalum scrobiculatum*), and cotton on low-lands have suffered somewhat from excessive rain, which has also impeded weeding a little. Maize has been gathered in parts of Saugor and Damoh, and is being freely consumed by all classes. Favourable prospects are reported from other districts. The autumn sowings have all been completed, except in Jubbulpore, Seoni, Chanda, and Raipur, where

sowings of *til* (sesamun) and *kutki* (*Panicum psilopodium*) are still going on, and the weather has allowed weeding to be generally carried on. The number on relief works in Saugor and Damoh stands nearly at the same figure as in the last week, the increase being only one or two hundred persons. Private gratuitous relief has been given to 1,567 persons in Saugor city. Imports of grain into Saugor are 10,580 maunds and into Damoh 2,819 maunds. Prices of wheat, gram, and rice are stationary. Wheat and gram are selling respectively at 15 and 20 seers in Saugor and 11 and 14½ seers in Damoh. The prices of wheat in Jubbulpore, Narsinghpur, and Hoshangabad are 14, 13½ and 16½ seers respectively, and the rate of gram is 19½ seers in Jubbulpore, 20 in Narsinghpur, and 16½ in Hoshangabad.

Burma.—*For week ending 1st September.*—Rain has fallen everywhere, but the fall is moderate in Shwebo, Minbu, and Magwe. Ploughing is nearly completed; transplanting continues. Crop prospects are good. Fodder and water sufficient. The price of paddy is below normal, with slight fluctuations in eleven districts.

Assam.—*For week ending 4th September.*—Weather seasonable. Harvesting of early rice is nearly finished. Transplanting of late rice still continues. Fodder is sufficient, except in parts of Cachar. Water is abundant.

Mysore and Coorg.—*For week ending 5th September.*—**MYSORE:** Slight rain in parts. Rain is needed in Tumkur, Chitaldrug, and parts of the Shimoga district. Crops and prospects are good. Rice has been harvested in the Tumkur district. *Ragi* (*Eleusine coracana*) sown in Bangalore and parts of Tumkur. Prices have risen in the Kadur and Shimoga districts.

COORG: Rainfall good. Transplanting of rice nearly completed. Prospects of coffee, cardamum, and *ragi* (*Eleusine coracana*) good. Fodder and water sufficient. More rain is needed in one taluk. Prices normal.

Berar and Hyderabad.—*For week ending 5th September.*—**BERAR:** Weather hot and cloudy. Crops are in fairly good condition, but owing to the scanty rainfall in parts of three districts the plants are stunted. Preparation of land for next winter crop continues. Weeding is in progress. Insufficiency of fodder is reported in five talukas. Water-supply adequate. Prices fluctuating in Buldana and Wun; otherwise stationary.

HYDERABAD: Rainfall good. The recent rainfall has been beneficial to the autumn crop. Irrigated crops are being weeded. Insufficiency of water in wells and tanks. Prices normal.

Central India.—*For week ending 5th September.*—Rain fell throughout Central India during the week. More rain is needed in parts of Bhopawar, in Western Malwa, and in the Neemuch district. A break is needed in Bundelkhand. Autumn operations have been completed in Gwalior and are in progress in other Agencies. Standing crops and pasturage are in fairly good condition. Cattle in good condition, except in parts of Bhopal and Bundelkhand. Prices of food-grains above normal in Bundelkhand and Goona; normal elsewhere. Twelve thousand persons are employed on relief works in the Bhopal Agency.

Rajputana.—*For week ending 5th September.*—Rain generally good, but very slight in Marwar. No rain in Kherwara and Pertabgarh, where and in South Merwara it is much needed. Agricultural operations, standing crops, and cattle generally satisfactory. Fodder is sufficient. Prices falling in four States, fluctuating in two others, and steady elsewhere.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 4th September.*—Weather fine. Slight showers of rain. Standing crops in good condition. Ploughing for spring crops going on. Prices continue normal.

JAMMU PROVINCE.—*For week ending 5th September.*—Report not received.

Nepal.—*For week ending 1st September.*—Weather cloudy. Prospects good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 26TH AUGUST 1893, AND FROM 1ST JULY TO 25TH AUGUST 1894.

N.B.—As regards the figures in column Total Earnings from 1st July 1894, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1893.	WEEK ENDING 26TH AUGUST 1893.				WEEK ENDING 25TH AUGUST 1894.				Earnings from 1st July to 26th Aug-ust 1893.	Earnings from 1st July to 25th Aug-ust 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile per open per week.		Total.	Per mile per open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	352	1,634	7,85,588	481	1,683	7,67,070	456	64,76,905	65,00,688	1,13,783	...	...
Bengal-Nagpur	107	863	72,569	84	862	63,252	73	6,45,073	5,11,301	...	...	1,33,772
Indian Midland (a)	112	752	74,346	99	752	71,959	96	5,79,822	6,85,044	1,55,222	...	...
Bezwada extension	100	21	2,274	108	21	2,328	111	10,325	18,490	2,105	...	...
Metre gauge—													
Rajputana-Malwa (b)	216	1,699	2,84,140	167	1,710	3,47,020	202	23,92,220	28,88,666	4,96,437	...	...
Palampur-Deesa	49	...	...	...	17	510	30	...	4,320	4,329	...	...
South Indian	142	1,043	1,50,018	144	1,042	1,47,751	142	12,42,733	12,42,738	...	...	495
Máyavaram-Mutpet	...	...	...	...	54	3,020	67	...	31,002	31,002	...	...
Southern Mahratta (c)	90	1,156	80,139	69	1,105	1,00,053	62	8,16,661	9,04,672	88,011	...	...
Bengal and North-Western (d)	102	756	59,834	79	750	91,570	121	5,83,137	7,39,360	1,56,223	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	59	199	10,743	54	200	9,240	46	80,952	80,693	...	...	259
TOTAL	221	8,123	15,19,651	187	8,271	10,13,088	195	1,27,83,837	1,36,96,483	9,12,646	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state, (e)	222	2,509	5,16,381	206	2,507	5,47,215	218	38,88,480	40,55,788	1,67,299	...	...
Oudh and Rohilkhand (state)	206	692	1,39,956	189	797	1,62,766	204	10,61,050	14,70,093	4,08,437	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	345	777	3,02,643	390	813	2,93,740	361	16,46,268	18,53,880	2,07,612	...	...
Bengal Central (f)	121	125	15,108	121	125	14,820	110	1,12,412	1,20,060	7,648	...	...
East Coast (state)	71	266	(g) 13,424	50	321	33,957	106	(g) 45,451	1,86,342	1,40,891	...	...
Metre gauge—													
Burma (state)	133	730	90,206	124	730	88,534	121	7,51,545	8,12,177	60,632	...	...
Special gauges—													
Jorhat (state provincial)	57	25	1,632	65	25	1,746	70	13,118	14,721	1,603	...	...
Cherra-Companyganj (state provincial)	52	8	403	50	8	467	58	2,768	3,219	451	...	...
TOTAL	216	5,132	10,70,813	209	5,326	11,43,245	215	75,21,797	85,16,280	9,94,573	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h)	392	1,490	3,02,841	264	1,490	3,56,922	240	35,17,758	31,98,281	...	...	3,19,477
Bombay, Baroda and Central India	405	461	1,87,185	406	461	1,94,080	421	14,57,698	14,99,463	41,765	...	...
Madras	239	840	1,90,037	227	840	1,83,580	219	16,14,546	15,60,067	...	...	53,879
TOTAL	363	2,791	7,70,063	276	2,791	7,34,502	263	65,90,002	62,58,411	...	...	3,31,591
TOTAL (GUARANTEED AND STATE)	244	16,046	33,61,127	209	16,388	34,90,835	213	2,08,95,546	2,84,71,174	15,75,628	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	145	161	23,053	143	161	18,734	116	1,71,207	1,70,483	...	...	724
Tarkessur	213	22	5,085	231	22	4,148	189	36,493	37,747	1,264	...	...
Metre gauge—													
Rohilkund and Kumaon (Company's section)	123	67	5,923	88	67	6,595	98	56,454	55,033	...	...	1,421
Bengal Doonars	97	27	1,541	57	36	5,400	150	16,055	37,030	20,975	...	...
Dibru-Sadiya	127	78	14,062	180	78	9,342	120	79,557	85,897	6,340	...	...
Special gauge—													
Darjeeling-Himalayan	241	51	12,213	239	51	10,133	199	89,042	79,627	...	...	9,415
TOTAL	150	406	61,877	152	415	54,352	131	4,48,798	4,65,817	17,019	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	145	333	41,226	124	333	50,645	152	3,54,730	4,38,777	84,047	...	...
The Gaekwar's Petlad	82	13	1,528	118	13	1,130	87	8,063	7,615	...	...	448
Rajpura-Bhatinda	119	108	11,809	109	108	26,736	248	1,07,020	1,63,154	56,134	...	...
Kolar-Gold fields	...	...	...	...	10	2,431	243	...	21,988	21,988	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (i)	96	331	27,313	83	362	32,841	91	2,41,553	2,48,046	6,493	...	...
The Gaekwar's Mehsana	59	93	3,638	39	93	4,730	51	30,875	33,727	2,852	...	...
Kolhapur	73	29	1,818	63	29	1,972	68	16,154	14,850	...	...	1,394
Special gauges—													
The Gaekwar's Dabhoi	53	72	3,554	49	72	2,730	38	25,986	17,845	...	...	8,141
Coch Behar	17	...	...	...	22	600	27	...	4,939	4,939	...	...
TOTAL	107	979	90,886	93	1,042	1,23,815	119	7,84,381	9,50,941	1,66,560	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar	90	334	22,081	66	334	19,611	59	2,02,835	1,54,763	...	...	48,072
Jetalsar-Rajkot	61	46	2,588	56	46	2,240	49	19,493	1,858	...	...	1,635
Jodhpur-Bickaneer	46	364	13,221	36	364	15,600	43	1,12,290	1,42,473	30,183	...	...
Special gauge—													
Morvi	62	94	5,458	58	94	4,410	47	42,866	33,998	...	...	8,868
TOTAL	66	838	43,348	52	838	41,861	50	3,77,484	3,49,092	...	...	28,392
GRAND TOTAL	226	18,269	35,57,238	195	18,683	37,10,863	199	2,85,06,209	3,02,37,024	17,30,815	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railway.

(f) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(g) Includes the earnings of the Bezwada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amraoti railways.

(i) Includes the Mysore-Nanjangud and the Vesvantpur-Mysore frontier sections.

L. G. PRICKETT,
Offg. Under Secretary.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXI of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 26TH AUGUST 1893.				WEEK ENDING 25TH AUGUST 1894.				Earnings from 1st April to 26th August 1893.	Earnings from 1st April to 25th August 1894.	Increase.	Decrease.
		Mean mile-age worked.	Earnings.		Mean mile-age worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
Standard gauge—													
East Indian	602	1,634	7,85,588	481	1,683	7,67,070	456	1,96,47,142	2,03,33,855	6,86,713	...		
Bengal-Nagpur	149	863	72,569	81	862	63,252	73	25,89,564	23,90,097	...	1,99,467		
Indian Midland (a)	132	752	74,340	99	752	71,959	99	19,35,664	22,95,218	3,59,554	...		
Bezwada extension	95	21	2,274	108	21	2,328	111	40,954	51,577	10,623	...		
Metro gauge—													
Rajputana-Malwa (b)	261	1,699	2,84,140	167	1,719	3,47,920	202	90,21,080	1,02,95,536	12,74,447	...		
Palanpur-Deesa	41	...	...	...	17	510	30	...	14,971	14,971	...
South Indian	144	1,043	1,50,018	144	1,042	1,47,751	142	34,79,253	33,34,231	...	1,45,022		
Mayavaram-Mutpet	...	...	...	...	54	3,026	67	...	(c) 78,922	78,922	...
Southern Mahratta (d)	100	1,156	80,139	69	1,105	1,06,953	92	25,76,749	28,15,563	2,38,814	...		
Bengal and North-Western (e)	132	756	59,834	79	756	91,570	121	22,06,598	24,75,630	2,69,037	...		
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	199	10,743	54	200	9,249	46	2,92,916	3,30,406	37,490	...		
TOTAL	250	8,123	15,19,651	187	8,271	16,13,088	195	4,17,89,924	4,44,16,006	26,26,082	...		
State lines worked by the State.													
Standard gauge—													
North Western (state) (f)	232	2,509	5,16,381	206	2,507	5,47,215	218	1,13,92,664	1,24,09,553	10,16,889	...		
Oudh and Rohilkhand (state)	242	692	1,30,956	189	797	1,62,766	204	35,99,370	44,26,221	8,26,851	...		
Eastern Bengal (state) (including metro and 2' 6" gauges)	309	777	3,02,643	390	813	2,93,740	361	40,87,882	46,06,350	5,18,468	...		
Bengal Central (g)	120	125	15,168	121	125	14,820	110	3,00,285	3,28,214	27,929	...		
East Coast (state)	71	266	(h) 13,424	50	321	33,957	106	(h) 1,12,827	5,65,403	4,52,575	...		
Metro gauge—													
Burma (state)	171	730	90,206	124	730	88,534	121	24,58,508	23,76,324	...	80,184		
Special gauges—													
Jorhat (state provincial)	49	25	1,632	65	25	1,746	70	31,455	31,342	...	113		
Cherra-Companyganj (state provincial)	54	8	493	50	8	467	58	8,388	9,757	1,369	...		
TOTAL	226	5,132	10,70,813	209	5,326	11,43,245	215	2,19,91,379	2,47,55,163	27,63,784	...		
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (i)	510	1,490	3,92,841	263	1,490	3,56,922	240	1,55,73,203	1,39,85,157	...	15,88,046		
Bombay, Baroda and Central India	638	461	1,87,185	406	461	1,94,000	421	65,61,218	68,43,578	2,82,360	...		
Madras	238	840	1,99,637	227	840	1,83,580	219	42,53,007	42,11,492	...	41,515		
TOTAL	440	2,791	7,70,663	276	2,791	7,34,502	263	2,63,87,428	2,50,40,227	...	13,47,201		
TOTAL (GUARANTEED AND STATE)	277	16,046	33,01,127	209	16,388	34,90,835	213	9,01,68,731	9,42,11,396	40,42,665	...		
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	148	161	23,053	143	161	18,734	116	4,78,705	5,59,948	81,243	...		
Tarkessur	253	22	5,085	231	22	4,148	189	1,18,449	1,30,614	12,165	...		
Metro gauge—													
Rohilkund and Kumaon (Company's section)	137	67	5,923	88	67	6,595	98	1,93,818	1,82,067	...	11,151		
Bengal Doars	77	27	1,541	57	36	5,400	150	35,786	67,602	31,816	...		
Dibru-Sadiya	130	78	14,062	180	78	9,342	120	2,11,398	2,16,629	5,231	...		
Special gauge—													
Darjeeling-Himalayan	238	51	12,213	239	51	10,133	199	2,69,304	2,52,555	...	16,749		
TOTAL	155	406	61,877	152	415	54,352	131	13,07,460	14,10,015	1,02,555	...		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	158	333	41,226	124	333	50,645	152	10,99,539	13,00,462	2,00,923	...		
The Gaekwar's Potléd	92	13	1,528	118	13	1,130	87	25,098	29,936	4,838	...		
Rajpura-Bhatinda	129	108	11,809	109	108	26,736	248	2,96,919	4,35,134	1,38,215	...		
Kolar-Gold fields	...	...	...	...	10	2,431	243	...	(j) 35,207	35,207	...
Metro gauge—													
Southern Mahratta (Mysore section) (k)	95	331	27,313	83	362	32,841	91	6,96,685	6,81,043	...	15,643		
The Gaekwar's Mehsana	75	93	3,938	39	93	4,730	51	1,30,190	1,48,245	18,055	...		
Kolhapur	77	29	1,816	63	29	1,972	68	47,295	53,715	6,420	...		
Special gauges—													
The Gaekwar's Dabhoi	67	72	3,554	49	72	2,730	38	1,66,783	96,453	...	10,330		
Cooch Behar	20	...	...	...	22	600	27	...	15,740	15,740	...
TOTAL	114	979	90,886	93	1,042	1,23,815	119	24,03,109	27,95,935	3,92,826	...		
Lines owned and worked by native states.													
Metro gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar	118	334	22,081	66	334	19,611	59	9,09,516	7,36,992	...	1,72,524		
Jetalsar-Rajkot	60	46	2,588	56	46	2,240	49	(l) 48,778	61,095	12,317	...		
Jodhpur-Bikaner	54	364	13,221	36	364	15,600	43	3,38,846	5,00,299	1,61,453	...		
Special gauge—													
Morvi	67	94	5,458	58	94	4,410	47	1,33,305	1,31,491	...	1,814		
TOTAL	81	838	43,348	52	838	41,861	50	14,30,445	14,29,877	...	568		
GRAND TOTAL	256	18,269	35,57,238	195	18,683	37,10,863	199	9,53,00,745	9,98,47,223	45,37,478	...		

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 25th August 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the earnings of the Bezwada-Godavari section.

(i) Includes the Wardha Coal, Dhond-Mannad, Khimgaon, and Amrati railways.

(j) Total earnings from 1st June to 25th August 1894.

(k) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(l) Total earnings from 12th April to 26th August 1893.

L. G. PRICKETT,

Offg. Under Secretary.

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SUPPLEMENT TO
The Gazette of India.

No. 37.]

SIMLA, SATURDAY, SEPTEMBER 15, 1894.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on
Saturday, September 8th, 1894.**

General Summary.—The chief features of interest during the past week were the advance across the country of the depression shown covering the north-west of the Bay on Saturday, the 1st September, and a burst of moderate to heavy rain received in the Deccan and Madras.

By Sunday morning the depression had advanced in a north-westerly direction to Baghelkhand and the eastern districts of the Central Provinces. It was unchanged in character, being a very shallow diffused low pressure area covering a large extent of country. By next morning it had intensified slightly, and had moved still further in the same direction, and was central near Pachmarhi. On Tuesday morning the depression had filled up to some extent, and was but faintly indicated in South-East Rajputana; but on Wednesday it had recurved to the north, and was advancing towards the Punjab hills. Pressure had given way rapidly in Upper India, and was about a tenth of an inch below the normal in the central depression; but winds were feeble and showed only faint indications of any cyclonic circulation. The chief importance of the depression hence consisted in the rain it gave to the Punjab, Central India, Rajputana, and the North-Western Provinces. Rainfall increased next day in the Punjab as the depression moved in a north-easterly direction through the submontane districts of the Punjab and North-Western Provinces. The largest falls reported were 4·62 inches at Meerut, 3·37 inches at Bahraich, and 3·9 inches at Sirsa on the 5th; and 3·66 inches at Bahraich and 3·04 inches at

Ranikhet on the 6th. By Friday morning the depression had practically filled up, only a residual low pressure area being shown in the western districts of the North-Western Provinces. Bahraich had a series of heavy downpours on the 5th, 6th, and 7th, the rainfall amounting to 11·13 inches during these three days.

The first indications of the formation of another depression in the Bay of much the same character as the preceding one were observed on Thursday. On Friday a shallow low pressure area was shown covering the north-west of the Bay, the Circars, and the south-east districts of the Central Provinces, which by Saturday morning had extended north-westwards; and stretched from the Circars to the northern districts of the Central Provinces.

The Deccan received general moderate rain on Sunday; but as the first depression moved further inland, winds lost the unusual northerly element that had been so noticeable for some days previous while the depression was in course of formation in the Bay, on Monday changing to their normal south-westerly direction, and rain almost ceased in the south of the Peninsula; but on Thursday a fall of pressure in the Circars and the commencement of the second depression in the Bay again gave the winds a well marked and increasing northerly component, and Southern India received a general and remarkable burst of rain on Friday and again on Saturday, when rain extended to the whole of the Deccan and the greater part of the Central Provinces. Falls of 2 inches and over were registered at Cuddapah, Madras, and Negapatam, while Sholapur and Bijapur, where rain was much wanted, received 3·47 and 3·11 inches respectively.

The mean temperature of the week was in slight to moderate defect in North-Western India and practically normal elsewhere. For the whole of India it averaged 1·1° below the normal.

Daily Summary.—Sunday.—Pressure had increased slightly to briskly in North-Eastern India, and was in considerable to large excess in that area. The depression in the north-west of the Bay was shown covering Baghelkhand and the eastern districts of the Central Provinces, but it still continued very shallow and not of much importance. Winds had increased considerably in strength on the Bengal Coast and in the Gangetic plain. Little or no rain had fallen in Burma and the West Coast districts. Jalpaiguri had received 3·41 inches, Purnea 2·35 inches, Saugor 2·16 inches, Balasore 1·9 inches, Hyderabad (Deccan) 1·70 inches, and several other stations amounts ranging between 1 and 2 inches.

Monday.—Pressure changes were generally small in amount. The depression in the Central Provinces had advanced in a north-westerly direction, and was central near Pachmarhi. It had intensified slightly during the previous twenty-four hours. Pressure was considerably in excess in the submontane districts of Northern India. Winds had fallen off considerably in Burma, where very little rain had fallen, but had again increased at the head of the Bay. Winds had also strengthened on the Bombay Coast and had shifted back to west. The depression had determined moderate to heavy rain to the Central Provinces, and also to some parts of the East Deccan and Berar. Light to moderate rain had fallen in Bengal, the North-Western Provinces, parts of the Punjab, and the Upper India hill districts. Nagpur had received 4 inches and Chanda, Hyderabad (Deccan), Cherat, Rawalpindi, Purnea, Jalpaiguri, and Darjeeling amounts exceeding 2 inches.

Tuesday.—Pressure had increased by small amounts in the Peninsula, and had decreased in Northern India and Burma. The depression had entered South-

East Rajputana, but had filled up to some extent, and was but faintly indicated. Pressure continued in considerable to large excess in North-Eastern India. Winds had fallen off at the head of the Bay, and had strengthened slightly on the West Coast. Temperature had decreased in the Punjab, North-Western Provinces, and Rajputana, where rainfall had increased, and was 5° below the normal in the Punjab. Over 2 inches of rain had been received at Meerut (3.18 inches), Mount Abu (3.71 inches), Simla (2.71 inches), Jhansi (2.95 inches), Jalpaiguri (2.75 inches), Roorkee (2.57 inches), Ajmere (2.45 inches), Hoshangabad (2.22 inches), and Moulmein (2.21 inches).

Wednesday.—Pressure had given way briskly to rapidly in Upper India, and the depression had apparently recurved, advancing in a northerly direction to the South-East Punjab. Moderate to heavy rain had fallen in Burma, Central India, Rajputana, the North-Western Provinces, and South-East Punjab. Diamond Island reported a fall of 5.35 inches, Meerut 4.62 inches, Sirsa 3.9 inches, Bahraich 3.37 inches, Bassein 2 inches, Fort Stedman 2.2 inches, Dhubri 2.16 inches, Purnea 2.1 inches, and Deesa 2.49 inches.

Thursday.—Pressure had increased briskly in the Punjab and Rajputana. The depression had continued its advance towards the hills, but was very feebly indicated. Pressure had fallen briskly in South Madras and somewhat irregularly in the Deccan, where winds were shifting to the north-west. Unusual northerly winds were reported from all the Himalayan hill stations from Murree to Darjeeling. A tendency was discernible to the formation of another depression in the Bay, where pressure had fallen, and winds were shifting to cyclonic directions. The following were the principal falls of rain reported: Bahraich 3.66 inches, Ranchi 2.94 inches, Ranikhet 3.04 inches, Bareilly 2.30 inches, Sialkot 2.38 inches, and Rajahmundry 2.30 inches.

Friday.—Pressure had risen briskly to rapidly in North-Western India, and the depression advancing to the hills had practically filled up. Pressure had given way locally in the Circars, and a low pressure area was shown in course of formation in the north-west of the Bay. Winds had fallen off rapidly on the Bengal Coast, and the northerly element in the winds on the West Coast and in the Deccan was increasing. Temperature was 6° below the normal in the Punjab and 4° in the North-Western Provinces. Thunderstorms were reported from several stations in Bengal, and Southern India had received a general and remarkable burst of rain. Bahraich received 4.1 inches, Simla 2.42 inches, Madras 2.82 inches, Cuddapah 1.98 inches, Negapatam 1.92 inches, Nellore 1.30 inches, and Salem 1.24 inches.

Saturday.—The shallow depression in the Bay had extended north-westwards to the northern districts of the Central Provinces. Pressure was in considerable excess in Baluchistan, Sind, the Punjab, and North-Eastern India. Winds had fallen off rapidly in Sind, Rajputana, and Kathiawar, and were unchanged in the Deccan. Skies had cleared in the Punjab, and humidity had decreased over the whole of North-Western India. Fairly general rain was received in the Central Provinces, the Deccan, and the greater part of Madras. Bijapur received 3.47 inches, Sholapur 3.11 inches, Ratnagiri 2.96 inches, and Chittagong, Yamethin, Mangalore, Mercara, Goa, Mormugao, Bombay, and Raichur amounts between 1 and 2 inches.

Temperature.—Heavy rainfall gave unusually cool weather in the Punjab and North-Western Provinces during the week. The coolest days were the

4th, 5th, 6th, and 7th, when the mean temperature was from 5° to 6° below the normal in the Punjab and 3° to 5° in the North-Western Provinces. Temperature was practically normal in Burma, North-Eastern and Central India, and the Peninsula. Temperature fell briskly in Madras on the last day of the week, when it averaged 3° below the normal. The mean temperature of the week was 3.1° in defect in the North-Western Provinces, 4.2° in the Punjab, and 1.4° in Rajputana. In all other provinces it was normal.

The mean temperature for the whole of India was in slight defect on every day of the week, the greatest deficiency being 1.4° on the 4th and 5th. For the whole week it was 1.1° below the normal.

The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

PROVINCE.	September 1894.							Mean variation of week.
	2nd.	3rd.	4th.	5th.	6th.	7th.	8th.	
Burma	0	0	0	0	0	0	0	0
Bengal and Assam	-0.1	+1.7	+1.5	-0.8	-1.0	+0.7	+1.1	+0.4
North-Western Provinces and Oudh	-1.0	-1.3	-1.0	0	-0.2	+0.1	-0.4	-0.5
Punjab	-0.7	-2.1	-3.3	-3.6	-4.8	-4.2	-3.2	-3.1
Bombay	-1.8	-2.3	-5.2	-5.3	-5.1	-0.2	-3.7	-4.2
Central Provinces and Berar	-0.3	+0.1	-0.1	+0.6	+0.7	+0.5	-0.4	+0.2
Central India and Gujarat	+0.4	-1.1	-2.1	-1.2	-0.3	+0.4	+0.9	-0.3
Sind and Rajputana	+0.1	+0.3	+0.5	-1.1	-0.5	-0.5	+0.4	-0.1
Madras	-1.2	-0.2	-3.2	-1.7	-1.1	-1.5	-0.7	-1.4
Mean for whole of India	-1.5	-1.5	+0.4	+0.4	+0.7	+0.2	-3.2	-0.6
Mean for whole of India	-0.7	-0.7	-1.4	-1.4	-1.3	-1.2	-1.0	-1.1

Rainfall.—During the past week rainfall diminished considerably in amount in Burma and Bengal. Heavy rain fell in Oudh, the western and sub-montane districts of the North-Western Provinces, and the central and hill districts of the Punjab. North Oudh received the largest average rainfall, *viz.*, 7.48 inches. The rainfall of the week was in excess of the normal in the Brahmaputra Valley, but was in defect in most of the remaining divisions of North-Eastern India. It was also in defect in North Bombay, Mysore, Coorg, South-Central and Central Madras, and some of the districts of the Madras East Coast. Rainfall was in excess in the North-Western Provinces, Punjab, Konkan, Bombay Deccan, the Central Provinces and Berar, Hyderabad (South), and South Madras. The largest amount received at any one station during the week was 17.42 inches at Nanpara (North Oudh). The following stations in the North-Western Provinces and Punjab received amounts exceeding 13 inches: Puraupur (Pilibhit) 14.98 inches, Sardhana (Meerut) 13.58 inches, and Palwal (Gurgaon) 13.25 inches.

Moderate rain has fallen in Assam (Brahmaputra), North Bengal, Hyderabad, and parts of the Bombay Deccan, Khandesh, and Central India, where rain was most wanted. The only divisions in which the monsoon rainfall is now more than 20 per cent. in defect are Mysore, Coorg, South-Central Madras, and Assam (Surma). In all other divisions in North-Eastern India and the Peninsula rainfall is either 'practically normal or in slight excess. Rainfall is considerably in excess in the North-Western Provinces, Punjab, Kathiawar, and Sind, the excess in these areas being due to heavy cyclonic rainfall at the commencement of the monsoon.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WERE ENDING SEPTEMBER 8TH, 1894.			RAINFALL DATA FROM JUNE 3RD TO SEPTEMBER 8TH, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 3rd to September 8th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	4.03	7.00	- 3.27	177.70	131.53	+ 35
	Lower Burma	3.47	3.40	+ 0.07	72.10	65.83	+ 10
	Central Burma	2.49	2.46	+ 0.03	54.65	52.82	+ 3
	Upper Burma	1.06	?	?	25.01	?	?
	Arakan	1.78	5.22	- 3.44	135.07	136.25	0
BENGAL AND ASSAM	Eastern Bengal	1.61	4.26	- 2.65	61.04	60.73	+ 2
	Assam (Surma)	2.22	7.14	- 4.92	81.37	106.10	- 23
	Do. (Brahmaputra)	4.90	2.85	+ 2.05	44.06	47.26	- 7
	Deltaic Bengal	1.62	2.72	- 1.10	36.23	37.71	- 4
	Central Bengal	1.17	2.96	- 1.79	37.36	37.39	0
	North Bengal	5.23	5.06	+ 0.17	58.52	70.23	- 17
	Orissa	2.68	2.49	+ 0.19	39.29	35.19	+ 12
	Chota Nagpur	2.53	2.40	+ 0.13	45.53	37.51	+ 21
	Bihar (South)	1.85	2.09	- 0.24	37.05	31.30	+ 18
	Do. (North)	2.81	2.00	+ 0.21	36.19	35.15	+ 3
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East)	1.64	1.89	- 0.25	41.53	29.05	+ 43
	Do. (Submontane) (a)	3.04	1.92	+ 1.12	39.80	30.72	+ 30
	Oudh (South)	3.58	1.66	+ 1.92	39.62	27.50	+ 44
	Do. (North)	7.48	1.83	+ 5.65	48.52	29.58	+ 64
	North-Western Provinces (Central)	3.43	1.48	+ 1.95	36.03	20.44	+ 36
	North-Western Provinces (West)	4.82	1.46	+ 3.36	27.17	22.05	+ 23
	North-Western Provinces (Submontane) (b)	6.10	2.11	+ 3.99	49.68	34.02	+ 46
PUNJAB	Punjab (South)	1.47	0.86	+ 0.61	14.24	10.10	+ 41
	Do. (Central)	6.17	1.22	+ 4.95	23.17	16.22	+ 45
	Do. (Submontane)	2.28	1.57	+ 0.71	30.33	21.04	+ 74
	Do. (Hill Districts)	6.20	2.30	+ 3.90	91.05	52.81	+ 74
	Do. (North-West)	1.91	0.79	+ 1.12	20.87	13.36	+ 56
	Do. (West)	0.55	0.28	+ 0.27	0.14	5.18	+ 19
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	2.62	2.47	+ 0.15	75.48	84.00	- 11
	Madras (South Central)	1.22	1.58	- 0.36	13.08	17.08	- 26
	Coorg	2.16	2.94	- 0.84	66.41	90.79	- 31
	Mysore	0.52	1.39	- 0.87	12.28	18.85	- 35
	Konkan	4.56	4.12	+ 0.44	97.12	98.61	- 2
	Bombay Deccan	1.19	0.99	+ 0.20	25.13	18.58	+ 35
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	0.94	1.49	- 0.55	14.85	15.79	- 6
CENTRAL PROVINCES AND BERAR.	Berar	2.94	1.06	+ 0.98	26.63	26.69	0
	Central Provinces (West)	3.04	2.75	+ 1.19	34.30	31.82	+ 8
	Ditto (Central)	2.80	2.57	+ 0.23	44.94	42.51	+ 6
	Ditto (East)	2.45	2.38	+ 0.07	51.11	39.42	+ 30
BOMBAY (NORTH)	Gujarat	1.68	3.33	- 1.65	43.55	37.53	+ 16
	Kathiawar	0.48	1.74	- 1.26	32.16	17.20	+ 87
	Sind	0.09	0.26	- 0.17	8.82	4.20	+ 110
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	1.80	1.83	- 0.03	31.41	30.81	+ 2
	Rajputana (East), Central India (West)	3.40	2.01	+ 1.39	26.64	23.78	+ 12
	Rajputana (West)	1.93	1.06	+ 0.87	13.05	11.81	+ 11
MADRAS	East Coast (North)	2.52	1.74	+ 0.78	19.02	19.32	+ 3
	Ditto (ditto) (a)	1.25	2.02	- 1.67	35.26	41.58	- 15
	Hyderabad (South)	2.54	1.12	+ 1.42	14.03	16.16	- 13
	Madras (Central)	1.34	1.82	- 0.48	13.07	12.22	+ 7
	East Coast (Central)	1.15	1.27	- 0.12	10.41	12.15	- 14
	Ditto (South)	2.18	1.45	+ 0.73	12.03	11.84	+ 9
	Madras (South)	0.76	0.68	+ 0.08	4.60	4.96	- 7

W. A. BION,

Actg. Asst. Meteorological Reporter to the
Government of India.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

B

SIMLA, 13th September 1894.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 8th September.*—Rainfall general; good in most districts, but light in Tinnevely and parts of Madura, Coimbatore, and the Nilgiris. Agricultural operations are progressing briskly, but wet cultivation is retarded in Madura for want of rain. Standing crops are generally good, but more rain is required in parts of the Circars, Deccan, and Southern districts. Harvests continue with fair outturn. Pasture is generally sufficient and fodder is available. Condition of cattle is generally good. Prices remain at a high level, though those of dry-grains have fallen in many districts.

Bombay.—*For week ending 12th September.*—Rain throughout the Presidency Proper and in parts of Sind; generally seasonable and beneficial to the crops. More rain is wanted in Belgaum, Dharwar, and parts of Surat, Nasik, Poona, Satara, and Ahmednagar. Standing crops have been damaged by rats, insects, or other causes in three districts of Sind, and are suffering for want of moisture in parts of Nasik and Dharwar. Preparations for late crops are progressing in nine districts. Fodder is sufficient, except in parts of Nasik. Agricultural stock is in good condition. Prices are normal, except in parts of Nasik, Ahmednagar, Sholapur, and Bijapur.

Bengal.—*For week ending 8th September.*—There was rain in all districts during the week, but the falls were usually light. General agricultural prospects continue good, except in the flooded tracts of Orissa and Monghyr, as previously reported. Floods are also reported from Bhagalpur, Purnea, Murshidabad, Ulubaria, and Kulna, and some damage has been done to the crops. Transplantation of winter rice is almost finished, though more rain is still required in some of the northern districts. The early rice and jute are still being cut, and the outturn is generally expected to be fair. The harvesting of the autumn crops in Bihar and Chota Nagpur is in progress. Cattle are in good condition, except in the flooded tracts, where fodder is scanty. Prices of common rice are generally normal.

North-Western Provinces and Oudh.—*For week ending 12th September.*—The rainfall has been heavy in almost all the reporting districts, and the crops on low-lying lands have been damaged by floods. A break has set in in some places, and on the whole prospects are fair. The earlier crops are being harvested, and fields are being prepared for the spring crops. Supplies are plentiful. Prices are normal.

Punjab.—*For week ending 12th September.*—Rain has fallen in all districts except Sialkot and Peshawar. Sowing of the autumn crops is over; ploughing for the spring crops has commenced. Prospects of standing crops are reported good to average, but more rain is needed in Shahpur and parts of Dera Ismail Khan. The crops are improving in Hissar. Excessive rains have damaged the crops on low-lying lands in parts of Delhi and Amritsar. Cattle are generally in good

condition, and fodder is sufficient throughout the province. Prices are normal in Rawal Pindi and low elsewhere.

Central Provinces.—*For week ending 12th September.*—The weather is cloudy and warm at intervals. Showers of rain continue, and were very heavy in Saugor, Narsinghpur, Seoni, and in the Nagpur country, where there were also thunderstorms as in the last week. A break is very much needed in Saugor and Nagpur. Crops continue to do well in Damoh. In Saugor, owing to excessive moisture, cotton has suffered, and is not expected to yield more than a six-anna crop. *Juar* (*Sorghum vulgare*) and *kodo* (*Paspalum scrobiculatum*) also will be about six annas and twelve annas respectively. The maize crop was about six annas, and has been mostly gathered and consumed. The crops on uplands look fair, and the rice crop is generally good. In all other districts the crops are reported to be in good condition, except in Chanda, where cotton and *juar* (*Sorghum vulgare*) have suffered slightly from excessive rain. Operations for winter sowings have been going on in several districts, such as Saugor, Damoh, Nagpur, and Chanda. The numbers employed on relief works in Saugor and Damoh are 7,237 and 4,218 respectively. The latter have risen by 746 and the former declined by 202. Private gratuitous relief continues in Saugor city, and the number of persons supported on it is 1,637. The imports of grain into Saugor are 10,408 maunds, or 172 maunds less than last week, and into Damoh 2,989 maunds, or 170 maunds more. Prices are almost stationary: wheat is selling at 15½ seers in Saugor and 11½ in Damoh, while in Jubbulpore and Narsinghpur the rate is 14 and 13½ seers respectively.

Burma.—*For week ending 8th September.*—Rain has fallen everywhere, except in Katha, but was very light in the north of Upper Burma. Ploughing and sowing nearly finished; transplanting is still in progress. Crops are thriving, but have been slightly damaged in a few districts by floods. Fodder and water sufficient. The price of paddy is below normal with an upward tendency.

Assam.—*For week ending 11th September.*—Weather seasonable. Harvesting of early and transplanting of late rice nearly over. Condition of cattle fair. Fodder sufficient, except in Cachar. Water abundant.

Mysore and Coorg.—*For week ending 12th September.*—**MYSORE:** Slight rain in parts; more rain is needed in Hassan, Chitaldrug, and in parts of Kadur and Shimoga. Standing crops are in good condition. Prices have risen in Kolar.

COORG: Rainfall good. Transplanting of rice is nearly completed. Prospects of coffee, cardamum, and *ragi* (*Eleusine coracana*) are good. Fodder and water for cattle is sufficient. Prices normal.

Berar and Hyderabad.—*For week ending 12th September.*—**BERAR:** Weather cloudy and warm with heavy rainfall during the week. Crops generally are thriving well, and prospects have improved. Preparation of land for the next winter crop is in progress. Weeding continues. Fodder is insufficient in one taluka. The water-supply is reported to be ample. Prices almost steady.

HYDERABAD: The rainfall during the week has been beneficial to the autumn and irrigated crops. Weeding operations are in progress. Tanks and wells have not yet received a sufficient quantity of water. Prices are normal.

Central India.—*For week ending 12th September.*—Rain fell throughout Central India during the week, but more rain is needed in parts of Bhopawar and in the Neemuch district. Agricultural operations continue in all parts. Standing crops are in generally fair condition, except in some parts of Gwalior, Bundelkhand, Bhopawar, and Goona, where slight damage has been done by insects and excessive or scanty rain. Cattle are in indifferent condition in parts of Gwalior. Pasturage is fairly good and sufficient in all parts. Prices of food-grains are above normal in Goona and Bundelkhand, rising in parts of Gwalior, below normal in the Neemuch district, and at normal in other places. Fourteen thousand one hundred and sixty-two persons are employed on famine relief works in four districts in the Bhopal Agency.

Rajputana.—*For week ending 12th September.*—Rain is generally good. Agricultural operations, standing crops, and cattle are generally satisfactory. Prospects good. Fodder sufficient. Prices falling in four States, fluctuating in one, and steady elsewhere.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 11th September.*—Weather fine. Standing crops are generally in good condition. Ploughings for spring crops are in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 12th September.*—Weather clear. Standing crops have been slightly damaged by excessive rain. Fodder is sufficient. Prices are stationary.

Nepal.—*For week ending 8th September.*—Weather fine, with occasional showers. Prospects good.

DENZIL IBBETSON,

Offs. Secretary to the Government of India.

GOVERNMENT OF INDIA.
DEPARTMENT OF REVENUE AND AGRICULTURE.

Circular No. 17-F.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Forests),—dated Simla, the 5th September 1894.

Read—

Circular Resolution of the Government of India, No. 36—126, dated 3rd October 1892, communicating remarks on the administration of the Imperial Forest School, Dehra Dun, for 1891-92.

Read also—

Report of the Board of Control for the Forest School assembled in March 1893.

Letter from the Inspector General of Forests, No. 346, dated 6th May 1893, submitting the above report.

Report on the administration of the Forest School during 1892-93.

Letter from the Inspector General of Forests, No. 717, dated 20th August 1894, submitting the above report.

RESOLUTION.

Orders on the Administration Report of the Imperial Forest School for the period of fifteen months ending 30th June 1893 were deferred pending consideration of proposals, which have now been negatived, for the utilization of the Institution in the scientific training of the Subordinate Forest establishment of the Bombay Presidency. During the period under review a complete set of rules for the constitution of, admission to, and discipline at the college were issued with the Resolution of this Department, No. 11-F., dated 28th June 1893. These rules were prepared by the School Board of Control and submitted at the close of the period under notice, during which the school was successfully administered under previous regulations or practice. In these circumstances the work of the year and the results achieved, which reflect credit on the school officers, call for no further observations or orders.

ORDER.—Ordered, that copy of the above Resolution be published in the Supplement to the *Gazette of India*, and that copies be forwarded for information to the Local Governments and Administrations noted in the margin, to the Department of Finance and Commerce, and the Comptroller and Auditor General; also to the Inspector General of Forests for information and for communication to the Director of the Forest School and the Superintendent of Forest Surveys.

Madras.
Bombay.
Bengal.
North-Western Provinces and Oudh.
Punjab.
Central Provinces.

Burma.
Assam.
Coorg.
Ajmere-Merwara.
Andamans.
Baluchistan.
Hyderabad.

Ordered further, that a copy be forwarded to the Foreign Department for communication to the Nizam's Government and to the Baroda, Jodhpur, and Jaipur Darbars.

[True Extract.]

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 31ST SEPTEMBER 1893, AND FROM 1ST JULY TO 1ST SEPTEMBER 1894.

N.B.—As regards the figures in column *Total Earnings from 1st July 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd half of 1893.	WEEK ENDING 2ND SEPTEMBER 1893.				WEEK ENDING 1ST SEPTEMBER 1894.				Earnings from 1st July to 31st September 1893.	Earnings from 1st July to 1st September 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	per mile per week.		Total.	per mile per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
<i>Standard gauge—</i>													
East Indian	552	1,634	8,04,305	492	1,683	8,26,210	491	72,81,210	74,31,703	1,50,493	...	...
Bengal-Nagpur	107	863	69,179	80	862	66,515	77	7,14,252	5,84,329	...	1,29,923	...	
Indian Midland (a)	112	752	70,552	94	752	64,776	86	6,00,374	7,48,506	1,48,132	...	...
Bezwada extension	100	21	1,699	81	21	2,348	112	18,024	22,040	4,016	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	216	1,699	3,17,121	187	1,719	3,10,000	180	27,09,350	32,17,940	5,08,590	...	...
Palampur-Decsa	49	...	...	...	17	510	30	...	4,881	4,581	...	...
South Indian	142	1,043	1,52,843	147	1,042	1,41,991	136	13,95,576	13,84,071	...	11,505	...	
Mayavaram-Mutpet	...	...	...	...	54	3,075	64	...	34,517	34,537	...	...
Southern Mahratta (c)	90	1,156	87,519	76	1,105	1,06,752	91	9,04,180	10,10,424	1,06,244	...	...
Bengal and North-Western (d)	102	756	64,035	85	750	78,740	104	6,47,772	8,11,115	1,63,343	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	59	199	11,423	57	200	20,238	101	92,375	1,00,951	8,576	...	...
TOTAL	221	8,123	15,79,276	194	8,271	16,20,575	196	1,43,63,113	1,53,52,318	9,89,205	...	...
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state), (e)	222	2,509	5,43,775	217	2,507	6,11,388	244	44,26,068	46,61,139	2,35,071	...	...
Oudh and Rohilkhand (state)	209	692	1,34,720	195	797	1,51,059	150	11,96,382	10,18,151	4,21,709	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	345	778	2,83,754	365	813	2,75,280	330	19,30,022	21,12,655	1,82,633	...	...
Bengal Central (f)	121	125	15,530	124	125	13,730	110	1,27,942	1,33,668	5,726	...	...
East Coast (state)	71	209	13,604	59	321	20,872	65	8,61,035	2,07,214	1,40,159	...	...
<i>Metre gauge—</i>													
Burma (state)	133	730	84,871	116	730	79,329	109	8,36,416	8,99,153	62,737	...	...
<i>Special gauges—</i>													
Jorhat (state provincial)	57	25	1,554	62	25	2,101	84	14,672	16,851	2,179	...	...
Cherra-Companyganj (state provincial)	52	8	340	43	8	481	6	3,108	3,700	592	...	...
TOTAL	216	8,133	10,80,154	210	8,346	11,54,840	217	8,95,665	9,64,531	10,56,866	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (h)	392	1,400	4,01,082	270	1,400	3,50,031	232	39,10,740	38,62,809	...	3,59,931	...	
Bombay, Baroda and Central India	405	401	1,96,720	427	411	1,78,000	270	10,54,418	17,08,126	53,708	...	...
Madras	239	840	2,00,588	249	840	1,88,975	225	18,71,134	17,58,714	...	6,420	...	
TOTAL	343	2,791	8,05,290	289	2,791	7,26,906	260	73,05,222	70,29,640	...	3,05,643	...	
TOTAL (GUARANTEED AND STATE)	244	16,047	34,04,720	216	11,388	35,02,321	214	3,03,14,070	3,20,31,418	16,80,428	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	145	111	20,686	128	161	18,980	118	1,91,893	1,00,623	...	1,270	...	
Tarkessur	213	22	4,472	203	22	4,238	193	40,935	42,003	1,068	...	...
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	123	67	6,029	103	67	6,438	96	63,383	61,471	...	1,912	...	
Bengal Douars	97	27	2,204	81	36	5,110	142	18,319	42,140	23,821	...	...
Dibru-Sadiya	127	78	10,954	140	78	10,252	131	90,511	96,149	5,638	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	241	51	12,282	241	51	11,489	225	1,01,324	1,02,245	921	...	...
TOTAL	150	409	57,587	142	415	56,507	136	5,06,385	5,34,631	27,246	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	145	433	35,163	166	333	51,791	156	3,89,891	4,84,610	94,717	...	...
The Gaekwar's Petlad	82	13	1,303	100	13	750	58	9,306	9,064	...	300	...	
Rajpura-Bhatinda	119	108	10,640	99	108	25,439	235	1,22,727	1,88,003	65,276	...	...
Kolar-Gold fields	...	...	...	...	10	2,353	235	...	24,489	24,489	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section)	96	331	27,456	83	362	30,883	83	2,69,000	2,78,920	9,920	...	...
The Gaekwar's Mehsana	59	93	2,755	30	93	4,450	48	33,630	37,565	3,935	...	...
Kolhapur	73	29	1,978	58	29	2,050	71	18,132	16,900	...	6,232	...	
<i>Special gauges—</i>													
The Gaekwar's Dabhoi	53	72	3,342	46	72	2,840	39	29,328	21,062	...	8,266	...	
Cooch Behar	17	...	...	...	22	600	31	...	5,555	5,555	...	...
TOTAL	107	979	82,943	84	1,042	1,21,246	116	8,72,085	10,60,767	1,94,682	...	...
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	90	334	23,571	71	334	25,823	77	2,26,406	1,80,507	...	45,899	...	
Jetalsar-Rajkot	61	46	2,264	49	46	2,722	59	21,757	20,504	...	1,253	...	
Jodhpur-Bikaner	49	364	12,113	33	364	14,500	40	1,24,403	1,02,639	38,236	...	...
<i>Special gauge—</i>													
Morvi	62	94	4,697	50	94	5,570	59	47,663	39,542	...	8,021	...	
TOTAL	66	848	42,645	54	838	48,615	58	4,20,129	4,03,192	...	16,937	...	
GRAND TOTAL	226	18,270	36,47,505	200	18,663	37,23,689	200	3,21,52,660	3,40,39,086	18,86,419	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways this line is the property of the Bengal Central Railway Company.

(g) Includes the earnings of the Bezwada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamgaon, and Amriti railways.

(i) Includes the Mysore-Nanjangud and the Yesvantpur frontier sections.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXII of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 2ND SEPTEMBER 1893.				WEEK ENDING 1ST SEPTEMBER 1894.				Earnings from 1st April to 2nd September 1893.	Earnings from 1st April to 1st September 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
<i>Standard gauge—</i>													
East Indian	602	1,634	8,04,305	492	1,683	8,26,210	491	2,04,51,447	2,11,76,930	7,25,483	...	...
Bengal-Nagpur	149	863	60,179	80	862	60,515	77	20,58,743	24,64,700	...	...	1,93,953
Indian Midland (c)	132	752	70,552	94	752	64,770	86	20,06,216	23,58,740	3,52,524	...	...
Berhampore extension	95	21	1,699	81	21	2,348	112	42,653	56,054	13,401	...	...
<i>Metro gauge—</i>													
Rajputana-Malwa (b)	261	1,699	3,17,121	187	1,719	3,10,000	180	93,38,210	1,06,24,810	12,86,600	...	...
Patanpur-Deesa	41	...	...	...	17	510	30	...	15,223	15,223	...	...
South Indian	144	1,043	1,52,843	147	1,042	1,41,991	130	36,32,096	34,76,005	...	...	1,56,031
Mayavaram-Mutpet . . . . .	...	...	...	...	54	3,475	04	...	(c) 82,457	82,457	...	...
Southern Mahratta (d)	100	1,156	87,519	76	1,165	1,05,752	91	26,64,268	29,45,910	2,81,642	...	...
Bengal and North-Western (e)	132	756	64,635	85	756	78,740	104	22,71,328	25,47,385	2,76,157	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	199	11,423	57	200	20,258	101	3,04,339	3,50,651	46,312	...	...
TOTAL	250	8,123	15,79,276	194	8,271	16,20,575	199	4,33,69,200	4,60,98,985	27,29,185	...	...
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (f)	232	2,509	5,43,775	217	2,507	6,11,388	244	1,19,30,243	1,30,14,745	10,84,502	...	...
Oudh and Rohilkhand (state)	242	692	1,34,726	195	797	1,51,939	190	37,34,096	45,74,191	8,40,095	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	309	778	2,81,754	305	813	2,75,280	339	43,71,636	48,65,125	4,93,489	...	...
Bengal Central (g)	120	125	15,530	124	125	13,730	110	3,15,815	3,41,822	20,007	...	...
East Coast (state)	71	265	(h) 15,004	59	321	20,872	65	(h) 1,28,431	6,27,700	4,99,269	...	...
<i>Metro gauge—</i>													
Burma (state)	171	730	84,871	116	730	79,329	109	25,43,379	24,65,300	...	...	78,079
<i>Special gauges—</i>													
Jorhat (state provincial)	49	25	1,551	62	25	2,101	84	33,009	33,472	463	...	...
Cherra-Companyganj (state provincial)	54	8	340	43	8	481	60	3,728	10,238	1,510	...	...
TOTAL	226	5,133	10,80,154	210	5,326	11,54,840	217	2,30,05,337	2,59,32,593	28,67,256	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (i)	510	1,490	4,01,982	270	1,490	3,59,931	242	1,59,75,185	1,43,42,685	...	...	16,25,500
Bombay, Baroda and Central India	638	401	1,96,720	427	401	1,78,000	380	67,57,938	70,42,241	2,94,303	...	...
Madras	238	840	2,06,588	246	840	1,88,975	225	44,59,595	44,04,022	...	...	55,573
TOTAL	440	2,791	8,05,290	283	2,791	7,26,906	200	2,71,92,718	2,58,05,948	...	...	13,86,770
TOTAL (GUARANTEED AND STATE)	277	16,047	34,64,720	216	16,388	35,02,321	214	9,36,27,255	9,78,37,526	42,10,271	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	148	161	20,686	128	161	18,980	118	4,99,391	5,80,088	80,697	...	...
Tarkessur	253	22	4,472	203	22	4,238	193	1,22,921	1,34,870	11,949	...	...
<i>Metro gauge—</i>													
Rohilkund and Kumaon (Company's section)	137	67	6,929	103	67	6,438	96	2,00,747	1,96,658	...	...	4,089
Bengal Doonars	77	27	2,264	84	31	5,110	142	38,050	72,712	34,662	...	...
Dibru-Sadiya	130	78	10,954	140	78	10,252	131	2,22,352	2,26,416	4,064	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	238	51	12,282	241	51	11,489	225	2,81,586	2,77,306	...	...	4,280
TOTAL	155	406	57,587	142	415	56,507	136	13,65,047	14,88,050	1,23,003	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	158	333	35,163	106	333	51,791	156	11,34,702	13,61,811	2,27,109	...	...
The Gaekwar's Petlad	92	13	1,303	100	13	750	58	27,001	31,385	4,384	...	...
Rajputana-Bhatinda	129	108	10,046	99	108	25,439	215	3,12,626	4,00,573	1,47,047	...	...
Kolar-Gold fields . . . . .	...	...	...	...	10	2,353	235	...	(j) 37,708	37,708	...	...
<i>Metro gauge—</i>													
Southern Mahratta (Mysore section) (k)	95	331	27,456	83	362	30,883	84	7,24,141	7,15,677	...	...	8,464
The Gaekwar's Mehsana	75	93	2,755	30	93	4,450	48	1,32,915	1,52,083	19,138	...	...
Kolhapur	77	29	1,978	68	29	2,050	71	49,273	56,098	6,825	...	...
<i>Special gauges—</i>													
The Gaekwar's Dabhoi	67	72	3,342	46	72	2,840	39	1,10,125	90,670	...	...	10,455
Cooch Behar	20	...	...	...	22	690	31	...	16,356	...	...	...
TOTAL	114	979	82,643	84	1,042	1,21,746	116	24,90,813	29,31,361	4,40,548	...	...
Lines owned and worked by native states.													
<i>Metro gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	118	334	23,571	71	334	25,823	77	9,33,087	7,62,716	...	...	1,70,351
Jetalpur-Rajkot	60	40	2,264	49	46	2,222	59	(l) 51,042	63,741	12,699	...	...
Jodhpur-Bikaner	54	364	12,113	33	364	14,500	40	3,50,959	5,20,465	1,69,500	...	...
<i>Special gauge—</i>													
Morvi	67	94	4,697	50	94	5,570	59	1,38,002	1,37,293	...	...	719
TOTAL	31	838	42,645	51	838	48,615	58	14,73,090	14,84,225	11,135	...	...
GRAND TOTAL	256	18,270	36,47,595	200	18,683	37,28,689	200	9,89,56,205	10,37,41,162	47,84,957	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 1st September 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the earnings of the Barwada-Godavari section.

(i) Includes the Wardha Coal, Dhond-Mannad, Khamsaon, and Amravati railways.

(j) Total earnings from 1st June to 1st September 1894.

(k) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(l) Total earnings from 12th April to 2nd September 1893.

L. G. PRICKETT,

Offg. Under Secretary.

SIMLA, the 13th September, 1894.

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OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF JULY 1894.

[illegible]

RETAIL PRICES FOR THE 2ND HALF OF JULY 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 90 FOLDS.

Districts.	WHEAT.		BARLEY.		RICK, BEST SORT.		RICK, COMMON.		JAWAR OF CHULUM (Sorghum exiguum).		BAJRA OR GUMRU (Pennisetum typhoides).		MARUA OR FAGI (Hemiphaea conol.).		KANONI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SURAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, TUR, CADIAN PEA (Cajanus indicus).		PIRE-VION.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Bengal—continued.																										
Bihar, south—																										
Monghyr	14 2	14 2	15 12	15 12	9 7	8 8	11 8	12 8	...	...	...	...	...	...	12 0	12 8	17 4	17 0	15 12	...	18 6	17 8	126 0	147 0	10 8	10 0
Boya	15 3	15 12	20 0	20 0	9 8	9 8	13 0	13 8	15 4	16 4	...	...	...	...	13 0	12 0	18 8	18 8	...	...	19 0	19 0	168 0	168 0	10 0	10 0
Patna	13 12	13 12	22 0	22 0	10 0	10 0	14 8	14 8	21 0	22 0	...	...	...	...	16 0	16 0	21 0	22 0	19 0	19 0	23 0	23 0	130 0	130 0	11 0	11 0
Shahabad	17 8	17 8	16 0	16 0	8 0	8 0	12 0	12 0	13 0	13 0	...	...	...	...	...	...	16 0	17 0	...	...	20 0	16 0	100 0	120 0	10 8	10 8
Bihar, north—																										
Purnea	16 0	16 0	18 15	20 3	10 1	11 0	13 0	14 0	...	...	...	...	...	...	...	...	16 0	16 0	20 3	20 3	15 0	14 0	320 0	320 0	10 0	10 0
RRagapur	15 2	15 12	17 8	18 8	9 4	10 0	12 0	13 0	...	...	...	...	...	...	...	...	17 0	17 0	17 8	17 8	18 0	17 0	176 0	176 0	10 8	10 8
Darbhanga	14 0	14 0	19 8	20 0	7 8	8 8	12 8	12 8	...	...	...	...	...	...	...	...	17 8	18 0	16 8	17 0	18 0	18 0	160 0	160 0	11 0	11 0
Muzaffargarh	15 0	15 0	19 0	19 0	9 8	9 8	12 8	12 8	...	...	...	...	...	...	...	...	18 12	19 0	17 0	17 0	19 0	20 0	160 0	160 0	10 8	10 8
Saran	15 0	15 0	21 8	21 8	8 8	8 8	12 0	13 8	...	...	...	...	...	...	...	...	17 8	19 8	...	...	17 0	19 0	180 0	180 0	10 8	10 8
Champagne	15 0	15 0	21 8	21 8	8 8	8 8	12 0	13 8	...	...	...	...	...	...	...	...	17 8	19 8	...	...	17 0	19 0	180 0	180 0	10 8	10 8
N.W. Provinces—																										
Aligarh—																										
Mirzapur	14 0	14 0	19 0	19 0	7 0	7 0	13 0	13 0	17 0	17 0	16 0	16 0	18 0	18 0	12 0	12 0	18 0	18 0	16 0	16 0	20 0	20 0	70 0	70 0	9 0	9 0
Benares	15 11 1/2	15 11 1/2	18 0	18 0	7 12	7 12	11 12	11 12	19 4	19 4	17 9	17 9	19 0	19 0	14 6	14 6	19 0	19 0	18 8	18 8	21 6	21 6	110 0	110 0	9 4 1/2	9 4 1/2
Ghazipur	14 0	14 0	18 0	18 0	7 0	7 0	11 0	11 0	...	...	...	...	...	...	...	...	19 8	19 0	...	...	21 0	21 0	160 0	160 0	10 0	10 0
Junpur	14 8	14 0	19 8	20 8	7 0	7 0	11 0	11 0	20 8	21 8	19 8	19 8	...	...	...	...	22 0	21 4	...	...	22 0	21 4	100 0	100 0	9 8	9 8
Allahabad	15 0	15 0	20 8	20 4	9 0	9 0	11 0	11 0	...	...	...	...	...	...	...	...	23 0	23 0	...	...	28 0	28 0	180 0	180 0	9 12	9 12
Central—																										
Banda	14 8	14 8	22 0	22 0	8 0	8 0	12 0	13 0	24 0	24 0	...	...	...	...	...	...	23 0	23 0	...	...	28 0	28 0	180 0	180 0	9 12	9 12
Ratehpur	14 8	14 8	22 0	22 0	8 0	8 0	12 0	13 0	...	...	...	...	...	...	...	...	23 0	23 0	...	...	28 0	28 0	180 0	180 0	9 12	9 12
Hamirpur	16 8	16 8	22 0	22 0	8 0	8 0	12 0	13 0	23 0	23 0	23 0	23 0	...	...	...	...	23 0	23 0	18 0	18 0	31 0	31 0	200 0	200 0	10 4	10 4
Jalaun	15 0	15 0	22 0	22 0	9 0	9 0	12 0	13 0	...	...	...	...	...	...	...	...	23 0	23 0	...	...	28 0	28 0	180 0	180 0	9 12	9 12
Cawnpore	18 0	18 0	23 8	23 8	7 8	7 8	12 8	12 8	...	...	...	...	...	...	...	...	23 0	23 0	...	...	28 0	28 0	180 0	180 0	9 12	9 12
Etawah	17 12	17 12	23 4	23 4	5 0	5 0	12 0	12 0	23 12	23 12	23 8	23 8	...	...	...	...	23 0	23 0	...	...	28 0	28 0	180 0	180 0	9 12	9 12
Farukhabad	17 8	17 8	23 8	23 8	5 4	5 4	12 0	12 0	23 12	23 12	23 8	23 8	...	...	...	...	23 0	23 0	...	...	28 0	28 0	180 0	180 0	9 12	9 12
Mainpuri	19 12	19 12	25 0	25 0	5 4	5 4	12 0	12 0	23 12	23 12	23 8	23 8	...	...	...	...	23 0	23 0	...	...	28 0	28 0	180 0	180 0	9 12	9 12
Etah	20 8	20 8	27 8	27 8	6 0	6 0	12 0	12 0	...	...	...	...	...	...	...	...	23 0	23 0	...	...	28 0	28 0	180 0	180 0	9 12	9 12
Western—																										
Jhansi	15 5	15 5	22 8	22 8	8 0	8 0	12 0	12 0	21 0	21 0	17 12	17 12	...	...	...	...	21 10	21 12	...	...	25 8	25 8	160 0	160 0	10 0	10 0
Agia	17 0	17 0	26 8	26 8	5 0	5 0	12 0	12 0	25 0	25 0	20 0	20 0	...	...	...	...	21 10	21 12	...	...	25 8	25 8	160 0	160 0	10 0	10 0
Mutua	18 0	18 0	28 0	28 0	7 0	7 0	12 0	12 0	24 0	24 0	18 8	18 8	...	...	...	...	21 10	21 12	...	...	25 8	25 8	160 0	160 0	10 0	10 0
Aligarh	19 8	19 8	28 0	28 0	5 8	5 8	12 0	12 0	21 0	21 0	18 8	18 8	...	...	...	...	21 10	21 12	...	...	25 8	25 8	160 0	160 0	10 0	10 0
Bulandshahr	21 2	21 4	28 8	29 0	6 0	6 0	12 0	12 0	25 0	25 0	17 0	16 0	...	...	...	...	21 10	21 12	...	...	25 8	25 8	160 0	160 0	10 0	10 0
Sikandar—																										
Balla	14 0	14 0	18 0	18 0	9 0	9 0	12 0	12 0	20 0	20 0	...	...	...	...	...	...	19 0	19 0	...	...	21 0	21 0	115 0	115 0	11 0	11 0
Asamgarh	15 8	15 8	23 14	23 14	9 10	9 10	12 0	12 0	14 6	14 6	...	...	...	...	...	...	19 0	19 0	...	...	21 0	21 0	115 0	115 0	11 0	11 0
Gorakhpur	14 6	14 6	19 12	19 12	8 8	8 8	12 0	12 0	13 0	13 0	...	...	...	...	...	...	19 0	19 0	...	...	21 0	21 0	115 0	115 0	11 0	11 0
Shahjahanpur	17 12	17 12	26 0	26 0	8 0	8 0	12 0	12 0	13 0	13 0	...	...	...	...	...	...	19 0	19 0	...	...	21 0	21 0	115 0	115 0	11 0	11 0

RETAIL PRICES FOR THE 2ND HALF OF JULY 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		RICE, SORT.		RICE, COMMON.	JAWAR OR CHOLU (Sorghum vulgare).	BAIRA OR CUMBU (Pennisetum typhoides).	MARUA OR RAGI (Eleusine indica).	KANGNI OR KAKRI (Setaria italica).	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).	MAIZE (Zea Mays).	ARAR, OF THUR, CADIAN (Cajanus indicus).	FINNWOOD.	SALT.
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Punjab—														
Southern—														
Hissar	22 0	20 0	38 0	37 0	12 0	25 0	21 0	19 0	19 0	38 0	25 0	11 0	100 0	14 0
Ferozepore	23 0	23 0	40 0	39 0	9 0	26 0	19 0	36 0	36 0	38 0	40 0	12 0	100 0	13 0
Montgomery	24 0	24 0	36 0	36 0	9 0	28 0	16 0	20 0	30 0	35 0	25 0	12 0	220 0	12 0
Central—														
Gurgaon	22 0	22 0	32 0	33 0	9 0	22 0	21 0	12 0	12 0	31 0	24 0	23 0	120 0	10 0
Delhi	20 0	20 0	28 0	29 0	12 0	25 0	24 0	12 0	12 0	29 0	23 0	31 0	80 0	11 0
Rohtak	20 0	20 0	35 0	35 0	10 0	28 0	16 0	20 0	30 0	33 0	25 0	18 0	120 0	10 0
Karnal	20 0	20 0	35 0	35 0	10 0	25 0	16 0	20 0	30 0	34 0	25 0	17 0	160 0	10 0
Lahore	25 0	25 0	44 0	41 0	11 0	35 0	16 0	20 0	30 0	38 0	30 0	11 0	75 0	12 0
Sub-montane—														
Unbala	24 0	25 0	32 0	33 0	9 0	26 0	20 0	17 0	8 0	32 0	30 0	13 0	120 0	12 12
Ludhiana	25 0	24 0	35 0	36 0	9 0	31 0	21 0	18 0	17 0	35 0	29 0	13 0	100 0	13 0
Jullundur	24 0	25 0	33 0	37 0	10 0	26 0	20 0	20 0	20 0	31 0	36 0	10 0	100 0	13 0
Hoshiarpur	24 0	25 0	33 0	37 0	10 0	25 0	22 0	20 0	20 0	28 0	32 0	10 0	120 0	12 8
Gurdaspur	28 0	28 0	48 0	48 0	12 0	28 0	26 0	23 0	23 0	35 0	28 0	12 0	120 0	12 0
Amritsar	25 0	24 0	39 0	39 0	10 0	31 0	15 0	23 0	23 0	34 0	31 0	12 0	100 0	12 0
Bills—														
Simla	14 0	14 0	19 0	18 0	8 0	16 0	12 0	9 0	9 0	18 0	17 0	9 0	80 0	8 0
Kangra	13 0	13 0	25 0	25 0	11 0	12 0	14 0	6 0	6 0	21 0	23 0	14 0	130 0	10 0
North-western—														
Sialkot	21 0	21 0	35 0	40 0	11 0	28 0	31 0	20 0	20 0	33 0	25 0	12 0	120 0	13 0
Gujranwala	24 0	23 0	40 0	38 0	11 0	31 0	23 0	10 0	10 0	40 0	25 0	12 0	95 0	13 0
Gujrat	24 0	24 0	35 0	35 0	11 0	25 0	23 0	20 0	20 0	32 0	25 0	12 0	110 0	14 0
Jhelum	28 0	26 0	45 0	42 0	13 0	24 0	24 0	20 0	20 0	35 0	22 0	12 0	130 0	14 0
Rawalpindi	24 0	24 0	37 0	37 0	8 0	20 0	20 0	20 0	20 0	30 0	32 0	12 0	80 0	13 0
Hassia	24 0	24 0	34 0	34 0	11 0	19 0	24 0	25 0	25 0	26 0	25 0	12 0	90 0	11 0
Peshawar	23 0	23 0	44 0	42 0	9 0	20 0	25 0	18 0	18 0	25 0	35 0	28 0	90 0	41 0
Kohat	27 0	26 0	56 0	51 0	13 0	32 0	39 0	21 0	21 0	32 0	41 0	28 0	205 0	48 12
Western—														
Shahpur	29 0	29 0	42 0	42 0	9 0	35 0	30 0	24 0	24 0	45 0	28 0	10 0	160 0	13 0
Jhang	24 0	24 0	40 0	38 0	10 0	40 0	16 0	17 0	17 0	33 0	40 0	10 0	160 0	11 12
Mooltan	10 0	10 0	30 0	31 0	13 0	24 0	23 0	9 0	9 0	27 0	33 0	19 0	90 0	18 0
Baoru	35 0	35 0	66 0	61 0	11 0	40 0	40 0	9 0	9 0	55 0	55 0	19 0	90 0	50 0
D. I. Khan	25 0	25 0	38 0	40 0	8 0	38 0	26 0	4 0	4 0	40 0	26 0	13 0	115 0	44 0
Muzaffargarh	21 0	21 0	29 0	29 0	14 0	21 0	23 0	25 0	25 0	24 0	24 0	9 0	100 0	12 0
D. G. Khan	18 0	18 0	28 0	27 0	8 0	30 0	24 0	20 0	18 0	28 0	15 0	8 0	125 0	25 0
Sind and Baluchistan—														
Karachi	16 0	16 0	8 0	8 0	9 0	18 0	15 0	15 0	15 0	20 0	20 0	8 0	80 0	14 8
Hyderabad	14 8	15 0	8 0	8 0	16 0	18 0	15 8	16 0	16 0	19 0	20 0	10 8	128 0	12 12
Thar and Parkar (Umarhot)	13 4	13 0	8 0	8 0	16 0	18 0	15 8	16 0	16 0	19 0	20 0	10 8	128 0	12 0
Sukkur (Shikarpur)	17 0	17 0	8 0	8 0	12 0	24 0	19 0	24 0	24 0	24 0	24 0	10 8	128 0	11 0
Muzaffargarh	17 0	17 0	8 0	8 0	12 0	24 0	19 0	24 0	24 0	24 0	24 0	10 8	128 0	11 0

RETAIL PRICES FOR THE 2ND HALF OF JULY 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLAM (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhoides).		MARUA OR RAOI (Eleusine coracana).		KANKUN OR KAKUN, ITALIAN WILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARAB. OR TURK. CADIAN PEA (Cajanus indicus).		PINEAPPLE.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Madras—																										
<i>Malabar Coast—</i>																										
Malabar	9 6	9 6	9 6	9 6	10 8	10 10	10 14	10 14	•	•	•	•	19 11	19 5	•	•	•	•	•	•	•	•	136 2	136 2	10 13	10 13
S. Canara	9 6	9 6	10 10	10 10	10 10	10 10	12 0	12 0	•	•	•	•	19 5	19 5	•	•	•	•	•	•	•	•	121 8	121 8	11 2	11 2
<i>South, central—</i>																										
Coimbatore	11 8	11 8	11 11	11 11	11 11	11 11	12 3	12 3	17 13	17 6	20 11	20 11	21 5	22 2	•	•	•	•	•	•	•	•	131 3	131 3	10 5 1/2	11 3
Nilgiris	7 13	7 13	8 13	8 13	8 13	8 13	9 10	9 10	16 14	16 14	15 6	15 6	17 5	17 5	•	•	•	•	•	•	•	•	274 3	274 3	10 10	10 10
Salem	8 14	8 14	9 6	9 6	9 6	9 6	11 5	11 5	20 3	20 8	18 0	17 3	23 14	23 2	•	•	•	•	•	•	•	•	206 10	206 10	11 2	11 2
<i>Central—</i>																										
Bellary	14 6	14 6	10 3	10 3	10 3	10 3	10 13	10 13	22 2	22 2	16 14	16 14	23 5	23 5	•	•	•	•	•	•	•	•	85 2	85 2	11 8 1/2	11 8 1/2
Anantapur	10 10	10 10	10 11	10 11	10 11	10 11	11 14	11 14	23 3	23 11	20 11	20 11	23 5	23 5	•	•	•	•	•	•	•	•	97 3	97 3	11 8	11 8
Cuddapah	10 13	10 13	9 8	9 8	9 8	9 8	11 10	11 10	18 6	19 0	18 13	18 13	22 8	22 13	•	•	•	•	•	•	•	•	140 0	140 0	11 13	11 13
Kurnool	10 13	10 13	10 5	10 5	10 5	10 5	11 3	11 3	20 14	20 14	18 13	18 13	•	•	•	•	•	•	•	•	•	•	133 11	133 11	11 5	11 5
<i>East Coast, north—</i>																										
Ganjam	11 8	11 8	11 10	11 10	11 10	11 10	12 6	12 6	18 6	18 14	20 13	19 13	23 3	23 3	•	•	•	•	•	•	•	•	86 8	86 8	10 2	10 2
Vizagapatnam	10 13	10 13	10 14	10 14	10 14	10 14	12 0	12 0	15 6	15 6	22 14	22 14	25 8	25 8	•	•	•	•	•	•	•	•	72 14	72 14	12 0	12 0
Godavari	11 14	11 14	11 2	11 2	11 2	11 2	14 13	14 13	16 13	16 13	•	•	29 13	29 13	•	•	•	•	•	•	•	•	133 11	133 11	12 2	12 2
<i>East Coast, central—</i>																										
Kistna	9 14	9 14	13 2	13 2	13 2	13 2	13 11	13 11	16 13	16 13	•	•	29 13	29 13	•	•	•	•	•	•	•	•	140 14	140 14	13 3	13 3
Nellore	10 10	10 10	11 2	11 2	11 2	11 2	14 13	14 13	20 10	20 10	•	•	20 3	20 3	•	•	•	•	•	•	•	•	93 5	93 5	12 13	12 13
<i>East Coast, south—</i>																										
Madras	10 10	10 10	10 8	10 14	10 14	10 14	11 5	11 5	17 5	17 5	15 3	14 8	21 10	21 3	•	•	•	•	•	•	•	•	103 0	97 3	13 5	13 5
Chingleput	8 8	8 8	9 0	9 0	9 0	9 0	11 5	11 5	21 13	21 13	13 3	13 3	20 10	20 10	•	•	•	•	•	•	•	•	97 3	103 0	13 5	13 5
N. Arcot	7 0	7 0	10 5	10 5	10 5	10 5	11 5	11 5	18 3	18 3	15 6	15 6	19 2	17 8	•	•	•	•	•	•	•	•	100 13	100 13	12 2	12 2
S. Arcot	8 2	8 2	11 10	11 10	11 10	11 10	12 2	12 2	15 14	15 14	15 3	15 3	19 10	19 10	•	•	•	•	•	•	•	•	209 0	209 0	12 13	12 13
<i>Tanjore</i>	6 10	6 10	10 10	10 13	10 13	10 13	11 0	11 0	17 0	17 14	17 2	20 5	19 0	19 11	•	•	•	•	•	•	•	•	145 13	145 13	12 3	12 3
<i>Trichinopoly</i>	9 3	9 3	10 5	10 11	10 11	10 11	11 10	11 10	19 6	19 6	17 10	17 10	18 10	18 10	•	•	•	•	•	•	•	•	58 5	58 5	12 11	12 11
<i>Southern—</i>																										
Tinnevely	8 8	8 8	9 3	9 11	9 11	9 11	10 2	10 2	19 6	19 6	17 10	17 10	18 10	18 10	•	•	•	•	•	•	•	•	97 3	97 3	12 11	12 11
Madura	10 8	10 8	10 8	10 8	10 8	10 8	9 0	9 0	24 0	24 0	16 0	16 0	25 0	26 0	•	•	•	•	•	•	•	•	96 0	108 0	10 4	10 4
<i>Mysore—</i>																										
Mysore	12 0	12 0	10 8	10 8	10 8	10 8	8 8	8 8	23 0	23 0	18 0	18 0	30 0	30 0	•	•	•	•	•	•	•	•	84 0	84 0	10 0	10 0
Bangalore	12 0	12 0	10 12	10 12	10 12	10 12	12 4	12 4	23 0	23 0	18 0	18 0	31 0	30 0	•	•	•	•	•	•	•	•	150 0	150 0	10 0	10 0
Kolar	14 0	14 0	11 0	11 0	11 0	11 0	10 8	10 8	24 0	24 0	25 0	25 0	32 0	32 0	•	•	•	•	•	•	•	•	224 0	224 0	10 0	10 0
Tumkur	10 0	10 0	10 0	10 0	10 0	10 0	10 8	10 8	•	•	•	•	32 0	32 0	•	•	•	•	•	•	•	•	200 0	200 0	8 0	8 0
Hassan	10 0	10 0	10 0	10 0	10 0	10 0	10 8	10 8	27 5	27 13	•	•	34 0	34 0	•	•	•	•	•	•	•	•	240 0	240 0	8 0	8 0
Kadur	12 1	12 1	9 3	9 3	9 3	9 3	12 10	12 10	30 0	30 0	24 0	24 0	40 0	40 0	•	•	•	•	•	•	•	•	320 0	320 0	10 8	10 8
Shimoga	14 0	14 0	13 0	13 0	13 0	13 0	12 0	12 0	30 0	30 0	24 0	24 0	40 0	40 0	•	•	•	•	•	•	•	•	320 0	320 0	9 8	9 8
Chitaldroog	8 8	8 8	7 8	7 8	7 8	7 8	11 8	11 8	•	•	•	•	31 0	30 8	•	•	•	•	•	•	•	•	110 0	110 0	9 0	9 0
<i>Coorg—</i>																										
Coorg	7 0	7 0	5 14	5 14	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	•	•	•	•	•	•	•	•	•	•	65 5	65 5	32 0	32 0
<i>Aden</i>																										

• Not sold.

STEPHEN JACOB.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first five months of the official year 1894-95, and of the twenty-three preceding years.
(IN THOUSANDS OF RUPEES.)

YEAR.	BENGAL.				BOMBAY.				SINDH.				MADRAS.				BURMA.				TOTAL BRITISH INDIA.				YEAR.
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Revenue.	On Imports of Liquors.	
1871-72	4.48	28.91	8.81	42.20	3.47	14.29	1.58	19.34	49	37	54	1.40	1.45	5.22	6.39	12.97	69	1.70	8.54	10.93	10.58	50.49	61.07	25.77	86.84
1872-73	5.66	28.14	9.03	42.83	2.23	15.63	1.35	19.21	47	38	89	1.74	1.66	5.03	4.98	11.07	1.36	1.91	16.41	19.68	11.38	51.09	62.47	32.66	95.13
1873-74	4.20	28.20	6.75	39.15	2.54	13.07	1.38	17.89	51	25	48	1.24	1.58	5.50	6.25	13.33	1.37	1.88	13.09	16.34	16.20	48.80	60.00	27.95	87.95
1874-75	4.96	31.23	5.16	41.35	2.69	16.55	1.40	20.73	53	25	56	1.34	1.45	5.95	5.64	13.04	1.75	2.70	9.16	13.61	11.38	56.68	68.06	22.61	90.67
1875-76	5.28	32.25	6.67	44.20	2.78	16.79	3.37	22.94	52	35	85	1.72	1.79	6.11	6.24	14.14	1.45	1.81	16.41	19.67	11.82	57.31	69.13	33.54	1,02.67
1876-77	5.56	25.98	4.83	36.37	3.49	13.64	4.8	17.61	57	25	9	91	2.46	5.56	3.81	11.83	1.99	2.15	11.82	15.96	14.07	47.58	61.65	21.03	82.68
1877-78	6.21	32.73	4.94	43.88	3.74	16.84	4.0	21.07	92	30	15	1.37	2.27	3.25	7.3	6.25	2.10	2.24	9.24	13.38	15.24	55.36	70.60	15.55	86.15
1878-79	5.62	27.50	5.65	38.77	3.49	15.08	8.5	19.43	81	20	10	1.11	2.43	4.14	1.80	8.37	3.21	2.77	11.94	17.93	15.56	49.69	65.25	20.34	85.59
1879-80	4.88	24.46	3.39	32.73	3.70	12.70	8.0	17.20	1,21	33	8	1.62	2.20	3.59	2.12	7.91	2.96	2.36	15.59	20.91	14.95	43.44	58.39	21.08	80.37
1880-81	5.52	23.25	3.93	32.70	3.53	17.23	6.9	21.45	1,77	42	9	2.28	2.03	4.35	4.16	10.54	2.07	3.02	16.66	21.75	14.92	48.27	63.19	25.53	88.72
1881-82	5.69	23.43	5.93	35.05	4.25	16.54	6.5	21.44	1,60	54	13	2.27	2.15	4.29	2.85	9.20	2.90	3.01	20.08	25.99	16.59	47.81	64.40	29.64	94.04
1882-83	5.99	1	6.25	12.25	4.36	—	5.5	3.94	1,39	3	21	1.63	2.23	1	1.78	4.02	3.48	3	25.34	28.85	17.45	—	16.55	34.13	50.68
1883-84	5.97	4	7.33	13.33	4.47	17	4.5	5.09	1,50	1	19	1.70	2.19	3	2.40	4.63	3.35	9	18.32	21.76	17.48	34	17.82	28.68	46.50
1884-85	5.07	13	4.27	9.47	4.23	17	7.1	5.11	1,64	3	18	1.85	2.00	1	2.79	4.80	3.35	4	12.75	16.14	16.29	38	16.67	20.70	37.32
1885-86	5.45	7	5.22	10.74	4.70	19	34	5.23	1,74	2	30	2.06	2.03	2	1.51	3.35	2.72	3	21.05	23.80	16.63	33	16.96	28.22	45.18
1886-87	5.41	12	4.25	9.78	4.93	24	48	5.64	1,97	6	38	2.41	2.56	5	2.27	4.88	3.86	6	16.89	20.81	18.72	53	19.25	24.87	44.08
1887-88	4.78	15	5.29	10.22	5.63	19	69	6.51	2,07	3	29	2.39	3.73	1	2.03	5.77	4.01	2	18.14	22.17	20.22	40	20.62	26.44	47.06
1888-89	6.02	2.46	6.95	15.43	5.76	1,23	54	7.53	2,08	60	18	2.86	4.17	33	2.26	6.76	3.82	37	11.95	16.14	21.85	49.99	26.84	21.88	48.72
1889-90	5.89	3.69	5.36	14.94	6.65	98	85	8.48	2,18	36	23	2.77	4.12	39	2.72	7.23	3.63	152	19.93	25.08	22.47	6.94	29.41	29.09	58.50
1890-91	6.61	3.32	6.93	16.86	7.03	1,98	68	9.69	2,60	37	33	3.30	4.72	51	1.98	7.11	3.74	20	26.41	30.35	24.70	6.38	31.08	36.33	67.31
1891-92	6.26	4.07	6.38	16.71	6.66	2.66	46	9.18	2.31	34	27	2.92	3.85	42	1.78	6.05	3.84	17	25.69	29.70	22.92	7.06	29.98	34.58	64.56
1892-93	6.94	4.62	5.17	16.73	7.17	1.80	68	9.68	2.29	30	28	2.87	4.33	11	1.60	6.04	4.41	30	16.71	21.43	25.14	7.13	32.27	24.44	56.71
1893-94	6.39	3.95	5.94	16.28	7.25	2.47	70	10.43	2.24	42	22	2.88	3.88	27	2.07	6.22	3.60	7	20.32	23.99	23.36	7.18	30.54	29.25	59.79
1894-95	6.96	15.12	5.76	27.84	7.37	37.17	1,20	45.64	2,06	2.75	24	5.05	4.25	4.36	3.21	11.82	3.27	3.25	23.76	30.28	33.81	62.65	86.46	34.17	1,20.63

* 1 be amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch),
Calcutta, 17th September 1894.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

MEASURES ADOPTED FOR THE DESTRUCTION OF WILD ANIMALS AND VENOMOUS SNAKES DURING THE YEAR 1893.

No. $\frac{14\text{-Public}}{1548-59}$.*Extract from the Proceedings of the Government of India, Home Department, (Public),—under date Simla, the 20th September, 1894.*

Read—

Home Department Resolution No. $\frac{33}{1465-75}$, dated the 4th October 1893, reviewing the reports on the results of the measures adopted for exterminating wild animals and poisonous snakes in British India during the year 1892.

Read also the following letters from Local Governments and Administrations, submitting returns for the year 1893 :

From the Government of Madras, No. 324-A., dated 8th May 1894, and enclosures.
 " " Bombay, No. 2591, dated 11th July 1894, and enclosures.
 " " Bengal, No. 259-J.D., dated 16th May 1894, and enclosure.
 " " North-Western Provinces and Oudh, No. $\frac{1975}{111-900-B.}$, dated 9th August 1894, and enclosures.
 " " Punjab, No. 645, dated 28th June 1894, and enclosures.
 " Chief Commissioner, Central Provinces, No. 4058, dated 14th June 1894, and enclosures.
 " Burma, No. 166—1 W.-1, dated 1st May 1894, and enclosures.
 " " Assam, No. $\frac{360\text{-Mls.}}{3534-G.}$, dated 14th May 1894, and enclosure.
 " " Coorg, No. $\frac{126}{435-85}$, dated 20th January 1894, and enclosures.
 " Resident at Hyderabad, No. 115, dated 10th April 1894, and enclosures.
 " Chief Commissioner of Ajmere-Merwara, No. 405, dated 16th April 1894, and enclosure.
 " Resident in Mysore, No. $\frac{273}{23-86}$, dated 23rd January 1894, and enclosure.

RESOLUTION.

THE figures received from the various Provinces regarding the number of persons and cattle killed by snakes and wild animals during 1893, and regarding the destruction of wild animals and snakes and the issue, free of charge, of arms licenses, have been tabulated in the statement appended to this Resolution, together with the corresponding figures for 1892.

2. The loss of human life caused by wild animals that has been reported in the two years is given below :

PROVINCE.	NUMBER OF PERSONS KILLED DURING	
	1892.	1893.
Madras	316	274
Bombay	48	38
Bengal	1,664	1,600
North-Western Provinces and Oudh	233	232
Punjab	56	37
Central Provinces	317	256
Burma	85	178
Assam	209	155
Coorg	1	2
Hyderabad Assigned Districts	31	27
Ajmere and Merwara	3	5
TOTAL	2,963	2,804

The decrease is considerable in most Provinces, and Burma alone shows a large increase, from 85 to 178 deaths. This increase is due to the deaths reported as caused by tigers in that Province having risen from 28 in 1892 to 124 in 1893. The reported figures are, however, believed by the Chief Commissioner to be incorrect, as in the preceding year the number of persons killed by tigers shewed a decrease, and in 1893 no less than 47 deaths were reported in a single township in the Amherst District. The Provinces in which the loss of life caused by wild beasts was highest in proportion to population were, as in 1892, Assam, the Central Provinces, and the Lower Provinces of Bengal; the mortality in these Provinces was one in 35,334, one in 42,126, and one in 44,592 of the population respectively; in Burma also the rate of mortality had risen to one in 42,728. If all the Provinces be taken together, one person was killed in this manner among every 78,862 of the population, as compared with one in every 74,677 in 1892.

3. The following figures show for each Province the number of deaths due to snake-bite:

PROVINCE.	NUMBER OF PERSONS KILLED BY SNAKES DURING	
	1892.	1893.
Madras	1,455	1,498
Bombay	1,038	1,192
Bengal	9,120	10,797
North-Western Provinces and Oudh	4,566	4,847
Punjab	871	917
Central Provinces	999	1,024
Burma	543	499
Assam	208	206
Coorg ... ..	...	...
Hyderabad Assigned Districts	189	192
Ajmere and Merwara	35	41
Bangalore	1	...
TOTAL	19,025	21,213

There is an increase in most Provinces, but in several it is such as may be due to a difference in efficiency of reporting. The Government of India regret, however, that in Bengal there was a serious increase of more than 1,600 deaths. The loss of life from this cause was again highest in proportion to the population in Bengal and the North-Western Provinces and Oudh, the figures being one person per 6,608 and per 9,677 in these Provinces respectively. The average result for all Provinces is that one person in every 10,424 of the population died from snake-bite during 1893 as compared with one person in every 11,630 in 1892. Although there was, in the year under review, an increase in the number of deaths from snake-bite as compared with the preceding year, the number in 1892 had been lower than usual (in 1889 the number of deaths was 22,480), and the Government of India observed last year that the diminution was probably accidental and temporary.

4. The number of cattle destroyed by wild animals and snakes is reported to have been 90,253, compared with 81,668 in the previous year. The total figures

are not, probably, of much value, as such occurrences are frequently not reported or are ascribed to the wrong cause; but the figures for damage done by wild beasts are probably more reliable than those regarding snake-bite. Out of the number (85,131) of cattle reported as destroyed by wild animals, the great majority were killed by tigers and leopards, the figures (33,526 and 34,404 respectively) showing a considerable increase on the figures of 1892 in each case. Tigers appear to be specially destructive to cattle in Assam, where the number of head destroyed was reported as 12,840, the next highest figure being 8,716 in Bengal. Leopards destroyed 10,359 cattle in Bengal and 7,765 in Madras.

5. The number of wild beasts destroyed is returned as 15,309 as compared with 15,988 in 1892. The amount paid in rewards for their destruction was Rs. 1,04,840, against Rs. 1,07,974 in 1892. Rs. 37,024 were paid for destroying 1,267 tigers, and Rs. 41,236 for destroying 4,088 leopards. The number of snakes killed is shown as 117,120 (against 84,789 in 1892), and the amount of reward paid as Rs. 12,607. As many as 55,695 snakes are reported to have been killed in Bengal, and Rs. 5,452 were paid as rewards for their destruction. In the North-Western Provinces and Oudh and Assam there was a considerable increase in the number killed, from 1,240 to 21,139 and from 2,329 to 9,443 respectively. In reviewing the statistics last year the Government of India remarked that the figures regarding the destruction of snakes were not of much practical value, and noticed that between 1890 and 1892 the number of snakes killed annually in the Bombay Presidency (exclusive of Sind) had fallen from 400,000 to 292; the decrease having taken place almost entirely in the Satara and Ratnagiri Districts, and being ascribed to changes in the system of granting rewards. The Government of Bombay observe that in the year under review (exclusive of Sind, where 6,450 snakes were reported to have been killed without reward), 341 snakes were destroyed, and Rs. 40-7 claimed as rewards. These figures do not include snakes for the destruction of which Municipalities paid rewards. No rewards were claimed in the Satara and Ratnagiri Districts; on the other hand, the death-rate from snake-bite in these districts does not shew a serious increase. There seems to be no doubt that, as remarked last year by the Government of India, the changes and restrictions in the system of rewards in these two districts have discouraged people who formerly made a practice of destroying poisonous snakes. It is explained, however, that these people went into the jungles and hunted for snakes, apparently in places where it was highly improbable that the snakes would ever cause loss of human life. The Collector of Satara considers that a large useless expenditure has been stopped; but the Government of Bombay intend to watch the mortality in these districts and to revise the system of rewards if it shows a serious increase. The increase from 1,240 to 21,139 in the reported number of snakes killed in the North-Western Provinces and Oudh is due to the figures for 1892 having been incomplete. The payment of rewards was discontinued by order of the Lieutenant-Governor in 1891, but the number of snakes killed now reported approaches that in 1890 and previous years. The large increase in Assam took place chiefly in Sylhet, but not apparently in North Sylhet, where the Local Board introduced during the year a reward of Re. 1 for each poisonous snake killed. The Madras return contains no columns for snakes killed or rewards paid for killing them. This has been the case since the year 1890, as no rewards are paid by the Madras Government for the destruction of snakes, the Governor General in Council having (paragraph 8 of Home Department Resolution No. ⁴⁰ 3374-2386, dated 4th December 1890) left it to Local Governments to decide whether the system of granting money rewards for snakes should be continued or not.

6. The total number of licenses (free of cost) in Form XI under the Indian Arms Act, 1878, for the purpose of destroying wild animals or protecting crops, that were in force during the year was 69,931 compared with 69,310 in 1892. Besides these, a great number of licenses in the ordinary sporting form (No. VIII) were issued on payment of a small fee as in other years, but these are not included in the returns. There was a considerable rise (from 519 to 1,383) in the number of licenses in Form XI issued in Bengal. There is apparently an error in the figures returned from Assam, as 171 licenses in all were reported to be in force in 1892, while the "number of licenses granted in previous years and still in force" in 1893 is given as 1,056. 1,014 of these were in the Naga Hills; elsewhere, apparently, in Assam, licenses in Form VIII are taken out.

7. In reviewing the statistics for 1891 and 1892 the Government of India noticed the extent to which Local Governments and Administrations had carried out the measures for reducing the mortality caused by wild beasts that had been recommended to them, *vis.*, that rewards should be rendered available in outlying parts of districts; that special rewards should be promptly offered in the case of exceptionally dangerous or destructive animals; and that local officers should encourage and assist shooting parties and freely issue licenses for arms. The subject has not been noticed in much detail by the Local Governments and Administrations in submitting the returns for 1893, except by the Chief Commissioner of Assam; but it is understood that the measures above described are carried out in the various Provinces, so far as they are suitable under the local conditions, and it does not appear that any further general instructions can usefully be laid down.

8. As already observed, the Government of India in 1890, while holding that no system of rewards for the destruction of snakes was likely to appreciably affect the mortality from snake-bite, left it to Local Governments and Administrations to decide whether the grant of money rewards should be continued. At the same time the Governor General in Council expressed the opinion that the most effective way of reducing the mortality from snake-bite is to destroy the cover afforded for snakes by debris and undergrowth in or near villages, which will also be a sanitary precaution. The Government of India observe with satisfaction that active measures have generally been taken to carry out this recommendation. Much appears to have been done by Local Boards in the Madras Presidency, which in many cases maintained itinerant gangs of coolies for this work; and although the Government of Madras, on considering the relative mortality in particular districts, doubt the efficacy of the measure as a precaution against snake-bite, they consider it eminently desirable on sanitary grounds. In Bombay energetic and successful measures are reported to have been taken in almost all districts. In Sind it would appear that many cases of snake-bite occur in the fields, where irrigation is carried on at night. In Lower Bengal a good deal appears to have been done in Municipalities, but the village population are either apathetic or averse from the measure; prosecutions have been instituted in some cases, but the Government of India are not in favour of prosecution being frequently resorted to. In this Province cases of snake-bite appear generally to occur in houses. In the North-Western Provinces and Oudh attention is said to have everywhere been paid to removing jungle undergrowth and rubbish from village sites. The Lieutenant-Governor and Chief Commissioner observes that nearly all the deaths of human beings from snake-bite are caused by bites inflicted inside houses and after dark. It is noticed that the Chief Commissioner of the Central Provinces, observing no diminution in the mortality from the measures as yet undertaken, intends to readopt a uniform system of giving rewards for the destruction of snakes. It is stated that in Burma most of the snake-bites are inflicted in the fields during ploughing and reaping operations. Measures for keeping down undergrowth appear to have been generally taken in Assam.

ORDER.—Ordered, that a copy of this Resolution be forwarded to Local Governments and Administrations for information and guidance, and that it be published in the *Gazette of India* for general information.

Also, that a copy be communicated to the Foreign Department.

[True Extract.]

J. P. HEWETT,

Offg. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, September 15th, 1894.

General Summary.—On Sunday morning a very shallow depression was shewn covering Berar and the southern districts of the Central Provinces, which was probably a continuation of the depression that had formed in the Bay at the close of the previous week. It was, however, of very little importance, and had filled up completely by Monday morning. Weather appeared to be slightly disturbed and perhaps squally in the southern half of the Bay on Tuesday, and again off the Arakan Coast on Thursday, and a slight tendency to the formation of a depression in the north-west of the Bay was observable on Friday, but these suspicious conditions passed away without any further development, and no new depression was formed during the week.

Pressure increased briskly to rapidly over Northern India on the 11th and 12th, and on the 12th was in considerable excess of the normal in Baluchistan and Upper India. Rain practically ceased in North-Western India, and fine clear weather prevailed in North-Western India, the North-Western Provinces, and Chota Nagpur during the remainder of the week. Northerly winds and cloudless skies were reported from several stations in the Punjab, and North-Western Provinces, and humidity decreased steadily. At Chaman the humidity percentage on the 14th was only 24 and at Simla 47.

Rain continued to fall in Bengal, Assam, and the West Coast districts, and some heavy falls were registered in North Bengal, Gujarat, and Khandesh. Malegaon received 5.20 inches on Wednesday, and Julpaiguri 5.25 inches on Monday, and another heavy fall of 4.59 inches on Tuesday. Falls of 3 inches and above were received at Bombay, Ahmednagar, and Sibsagar. Showery weather prevailed at the commencement of the week in the south of the Peninsula, but during the latter part of the week practically no rain fell in that area.

With the cessation of rainfall temperature increased in North-Western India, and high day temperatures were registered in Upper Sind, the South-West Punjab, and North-West Rajputana. The mean temperature of the whole of India for the week was 0.3° in excess of the normal.

Daily Summary.—*Sunday.*—Pressure had decreased briskly in Northern India and slightly to briskly in the Peninsula, and was very uniform over the whole of Northern and Central India. A very shallow depression was shown over Berar and the southern districts of the Central Provinces. Winds were lighter in Burma, Bengal, Central India, and the Deccan, and were very feeble in the Gangetic plain. The only heavy fall of rain reported was 4.93 inches at Tavoy. Falls ranging between 1 and 2 inches were registered at several stations, the most important being Jalpaiguri 1.46 inches, Akola 1.42 inches, Raichur 1.45 inches, Ahmednagar 1.17 inches, and Malegaon 1.12 inches.

Monday.—Another fall of pressure had taken place over the whole of the Indian area, and great uniformity of pressure over Northern and Central India continued to be the chief feature in the pressure distribution. Winds were increasing at Colombo, and had shifted to north-easterly and easterly directions on the Bombay Coast. Moderate to heavy rain had fallen in North Bengal and Assam, and some parts of the West Coast and Deccan. Julpaiguri had received 5.25 inches, Tavoy 2.32 inches, Mussooree 2.25 inches, Bombay 3.03 inches, Ahmednagar 2.9 inches, and Khamamet 2.14 inches.

Tuesday.—Pressure had increased slightly over the greater part of the Central Provinces and had increased briskly elsewhere. Pressure was in slight to moderate excess of the normal in Burma, North-Eastern and Upper India. Winds had again increased at Colombo and had also strengthened at Diamond Island. Practically no rain had fallen in North-Western and Central India. The heaviest

falls reported elsewhere were—Julpaiguri 4·59 inches, Moulmein 3·10 inches, Gnatong 2·81 inches, and Chanda 2·41 inches.

Wednesday.—Pressure had increased everywhere, the increase being greatest in Upper India, where pressure was now in considerable excess. The only part of India where pressure was in defect was Berar. Winds had decreased at Colombo, and were light and unsteady in Bengal, the Gangetic plain, and the Punjab. The partial break in the rains continued in North-Western and Central India, and no rain of any importance had fallen in the whole of the North-Western Provinces. Malegaon had received a very heavy fall of 5·20 inches, Akyab 2·35 inches, Silchar 2·13 inches, and Sholapur 2·15 inches.

Thursday.—Pressure had fallen briskly in Northern India and Burma and had changed slightly in the Peninsula. Pressure was normal in Northern India and in slight excess in the Peninsula. Humidity had decreased in the North-Western Provinces and in Southern India and the Deccan. Rain had fallen generally in Lower Burma, North Bengal, the Central Provinces, Berar, Khandesh, and Gujarat, but little or no rain had fallen in other districts. Moulmein had received 4·06 inches, Ahmedabad 2·46 inches, Seoni 2·18 inches, and Tavoy, Akyab, and Indore amounts between 1 and 2 inches.

Friday.—A general decrease of pressure had taken place over the whole of India, and the relative distribution of pressure was practically unchanged. Pressure was now in moderate to considerable defect in Northern India and normal over the greater part of the Peninsula. Winds were shifting to northerly directions on the Orissa Coast and easterly directions on the Bengal Coast, indicating a tendency to the formation of a depression in the north-west of the Bay. Day temperatures considerably in excess of the normal were registered at stations in Upper Sind, the South-West Punjab, and North-West Rajputana. Humidity had decreased in North-Western India, and was only 24 per cent. at Chaman and 47 per cent. at Simla. Skies were clear of cloud over almost the whole of North-Western India, where fine dry weather prevailed. Pachmarhi had received 3·95 inches of rain, but the falls reported were generally small in amount, the only other stations at which more than 2 inches had fallen being Silchar (2·53 inches), Akyab (2·5 inches), and Purnea (2·25 inches).

Saturday.—Pressure continued to fall in the Peninsula, but had commenced to rise in Northern India and Burma, though by small amounts. Winds were feebly cyclonic in direction in South West Bengal, but conditions appeared to be unchanged in the centre and north-west of the Bay. Light to moderate rain had fallen in Burma, North Bengal, Assam, and Bihar, and slightly heavier rain in the West Coast districts, Khandesh, Berar, and the Central Provinces. Sib-sagar had received 3·75 inches, Vizagapatam 2·68 inches, Indore 2·2 inches, and Balasore 2 inches.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India :

PROVINCE.	September 1894.							Mean variation of week.
	9th.	10th.	11th.	12th.	13th.	14th.	15th.	
	0	0	0	0	0	0	0	0
Burma	+0·6	+1·7	+1·0	+1·3	+0·3	+0·3	+0·3	+0·8
Bengal and Assam	—0·2	+0·6	+1·0	+0·3	+0·6	+0·4	—1·2	+0·2
North-Western Provinces and Oudh	—1·5	—0·6	+1·2	+1·5	+0·9	+0·7	+1·4	+0·5
Punjab	—2·5	—2·5	—0·7	—2·7	—1·0	+0·4	+1·0	—1·1
Bombay	—0·9	—0·7	—0·4	—0·7	—0·1	+0·3	—0·3	—0·4
Central Provinces and Berar .	+0·3	+1·2	+1·0	+0·8	+0·9	+0·1	—0·6	+0·5
Central India and Gujarat .	+1·0	+1·5	+1·6	+1·6	+0·6	+0·1	+0·2	+0·9
Sind and Rajputana	—0·3	+0·9	+1·2	+1·5	+2·2	+2·9	+1·7	+1·4
Madras	—1·7	—0·1	—1·5	—1·0	0	+0·7	+0·7	—0·4
Mean for whole of India .	—0·6	+0·2	+0·5	+0·3	+0·5	+0·7	+0·4	+0·3

The mean temperature of the week, when compared with that of the previous week, shows an increase of temperature in all provinces with the single exception of Bombay. The increase is most marked in North-Western India, where it amounts to 3.1° in the Punjab, 2.8° in Sind and Rajputana, and 3.6° in the North-Western Provinces. Very high day temperatures were registered in Upper Sind, the South-West Punjab, and North-West Rajputana, especially during the latter part of the week, the maximum temperatures recorded on Friday and Saturday morning for the previous twenty-four hours ranging between 106° and 109° at Bikanir, Montgomery, and Jacobabad. The absence of cloud to which these abnormally high day temperatures are attributable was favourable, on the other hand, to unusually low night temperatures, which was especially noticeable at Jacobabad and Montgomery, where skies were clearest. The diurnal range of temperature at Jacobabad during the twenty-four hours ending at 8 A.M. on Saturday amounted to 37° .

A reference to the foregoing table will show that the mean provincial changes of temperature from day to day were in no case large, and the mean temperature for the whole week was practically normal in all provinces, except in the Punjab, where it was in slight defect, and in Sind and Rajputana, where it was in slight excess.

The mean temperature for the whole of India was normal on every day of the week, and for the whole week was only 0.3° in excess of the normal.

Rainfall.—Moderate to heavy rain has fallen during the week in Burma, Assam, North Bengal, the Konkan, Khandesh, the western districts of the Central Provinces, Gujarat, and the Madras East Coast (North). Rainfall has been very light over the remainder of India; and in North-Western India there has been an almost complete break, very little rain having fallen in that area. The divisions which received rainfall in excess of the normal of the week were—Tenasserim, Lower and Central Burma, the Brahmaputra Valley, North Bengal, the Konkan, Deccan, Khandesh, Berar, the western and central districts of the Central Provinces, Gujarat, Kathiawar, Central India (East), and East Coast (North).

The only districts, in which the total monsoon rainfall is now more than 20 per cent. in defect, are in the south of the Peninsula. They are only three in number, *viz.*, South Central Madras, Mysore, and Coorg. The only division in Northern India where rainfall is in serious defect is the Surma Valley, where the deficiency amounts to 20 per cent. of the normal.

Heavy rain has fallen during the week in North Bengal, Tenasserim, the Konkan, and the western districts of the Central Provinces. The largest amounts reported are the following:

Bhagatpur (North Bengal) 27.62 inches.

Pen (Konkan) 18.62 inches.

Thaton (Tenasserim) 17.69 inches.

Burhanpur (Central Provinces) 17.37 inches.

Moderately heavy rain was also received in Gujarat, the rainfall at Broach during the past week amounting to 12.8 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING SEPTEMBER 15TH, 1894.			RAINFALL DATA FROM JUNE 3RD TO SEPTEMBER 15TH, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date	Average nor- mal rainfall, June 3rd to September 15th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	14.18	7.08	+ 7.10	191.88	138.61	+ 38
	Lower Burma	3.48	2.84	+ 0.64	75.57	68.67	+ 10
	Central Burma	2.57	2.30	+ 0.27	5.92	55.12	+ 3
	Upper Burma	1.54	?	?	27.46	?	?
	Arakan	5.22	6.60	- 1.38	140.89	142.85	- 1
BENGAL AND ASSAM.	Eastern Bengal	1.76	2.62	- 0.86	63.70	65.34	- 1
	Assam (Surma)	6.16	6.34	- 0.18	87.54	112.44	- 20
	Do. (Brahmaputra)	3.74	2.18	+ 1.56	47.80	49.44	- 3
	Deltaic Bengal	0.55	1.95	- 1.40	36.78	30.60	+ 7
	Central Bengal	1.16	2.43	- 1.27	38.52	39.82	- 3
	North Bengal	7.83	3.87	+ 3.96	66.35	74.10	- 10
	Orissa	1.25	2.38	- 1.13	40.54	37.77	+ 7
	Chota Nagpur	0.74	2.44	- 1.70	46.28	39.95	+ 16
	Bihar (South)	0.71	1.91	- 1.20	37.75	33.21	+ 14
	Do. (North)	1.70	2.38	- 0.68	37.88	37.53	+ 1
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East)	0.58	2.10	- 1.52	42.11	31.15	+ 35
	Do. (Submontane) (a)	6.67	2.08	- 1.41	40.47	32.81	+ 23
	Oudh (South)	0.45	1.70	- 1.25	40.00	20.21	+ 37
	Do. (North)	0.92	1.91	- 0.99	49.44	31.49	+ 57
	North-Western Provinces (Central)	0.90	1.56	- 0.66	30.93	28.00	+ 32
	North-Western Provinces (West)	0.88	1.25	- 0.37	28.05	23.30	+ 20
	North-Western Provinces (Submontane) (b)	0.55	1.44	- 0.89	50.60	35.46	+ 43
PUNJAB	Punjab (South)	0.44	0.60	- 0.16	14.69	10.70	+ 37
	Do. (Central)	0.47	1.14	- 0.67	23.94	17.37	+ 38
	Do. (Submontane)	0.30	1.05	- 0.75	37.67	22.09	+ 72
	Do. (Hill Districts)	0.21	1.62	- 1.41	91.86	54.43	+ 69
	Do. (North-West)	0.17	0.77	- 0.60	21.14	14.13	+ 49
	Do. (West)	0.20	0.19	+ 0.01	6.36	5.37	+ 19
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	1.88	2.45	- 0.57	77.36	87.35	- 11
	Madras (South Central)	0.59	1.57	- 0.98	13.67	19.24	- 29
	Coorg	2.36	2.94	- 0.58	68.77	99.73	- 31
	Mysore	0.17	1.07	- 0.90	12.45	19.92	- 38
	Konkan	4.65	3.96	+ 0.69	101.77	102.57	- 1
	Bombay Deccan	1.38	1.20	+ 0.18	26.51	19.79	+ 34
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	4.72	1.75	+ 2.97	19.56	17.54	+ 12
CENTRAL PROVINCES AND BERAR.	Berar	2.56	1.18	+ 1.38	20.19	27.87	- 5
	Central Provinces (West)	5.75	2.26	+ 3.49	40.05	34.08	+ 17
	Ditto (Central)	2.75	2.24	+ 0.51	47.69	44.5	+ 7
	Ditto (East)	1.47	2.61	- 0.54	52.57	41.43	+ 27
BOMBAY (NORTH)	Gujarat	6.98	1.80	+ 5.18	50.54	30.33	+ 20
	Kathiawar	1.53	0.77	+ 0.76	33.69	17.90	+ 48
	Sind	0	0.09	- 0.09	8.82	4.29	+ 106
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	1.96	1.23	+ 0.73	35.37	32.04	+ 4
	Rajputana (East), Central India (West)	0.71	0.74	- 0.03	27.35	24.51	+ 11
	Rajputana (West)	0	0.64	- 0.64	13.05	12.45	+ 5
MADRAS	East Coast (North)	1.90	1.66	+ 0.24	21.82	20.99	+ 4
	Ditto (ditto) (a)	3.50	2.29	+ 1.21	38.76	43.87	- 12
	Hyderabad (South)	2.84	1.15	+ 1.69	16.87	17.30	- 2
	Madras (Central)	0.66	0.99	- 0.33	13.73	13.21	+ 4
	East Coast (Central)	0.61	1.01	- 0.40	11.02	13.15	- 16
	Ditto (South)	0.54	1.01	- 0.47	13.47	12.85	+ 5
	Madras (South)	0.14	0.52	- 0.38	4.74	5.48	- 13

W. A. BION,

Actg. Asst. Meteorological Reporter to the
Government of India.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

SIMLA, 20th September 1894.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 15th September.*—Rainfall has been good in Ganjam, Vizagapatam, and on the West Coast; fair in Godavari, in parts of Kistna, Kurnool, Chingleput, and the Nilgiris; scanty elsewhere. Agricultural operations are progressing, but wet cultivation is retarded in Madura. Standing crops are fair, but more rain is wanted in parts of the Circars, Bellary, and the Central and Southern districts. Harvests continue with fair outturn. Pasture is generally sufficient, and fodder is available, though dear in places. Condition of cattle is generally good. Prices are easier, but are still higher than normal.

Bombay.—*For week ending 19th September.*—Rain has fallen throughout the Presidency Proper and has been generally beneficial to the crops. More rain is wanted in Satara, Belgaum, Dharwar, and in parts of Thar and Parkar, Nasik, Poona, and Ahmednagar. Standing crops have been damaged by rats, blight, insects, or other causes in all districts of Sind, by excessive rain in parts of Ahmedabad and Kaira, and are suffering from want of moisture in Dharwar. Preparations for the late crops are progressing in twelve districts, but sowing is retarded in two districts owing to excess or deficiency of moisture. Reaping of the early crops has commenced in Hyderabad, Khandesh, Ratnagiri, and Kanara. Fodder is sufficient, except in one taluka of Nasik. Agricultural stock is in good condition. Prices are normal, except in parts of Ahmednagar, Sholapur, and Bijapur.

Bengal.—*For week ending 15th September.*—Except in the north of the province, the rainfall during the week was much lighter than usual. General prospects of the winter rice crop are favourable in the North. Heavy rain this week will facilitate completion of transplanting operations. The floods in Cuttack have subsided, and transplanting is going on where practicable; the Bhadrak sub-division reports the prospect of an average crop of thirteen annas. Autumn rice and jute are for the most part cut, and a good outturn is generally expected. Harvesting of the autumn crops in Bihar and Chota Nagpur is in progress. With the exception of Indian-corn which has suffered from excessive rain, all other autumn crops are promising, but the crops in parts of Monghyr and Shahabad will be poor. Sowing of pulses and of oil-seeds has begun. The fodder-supply is plentiful, except in the flooded tracts of Orissa and Monghyr. Prices continue normal, and the price of common rice is reported to be falling in some districts.

North-Western Provinces and Oudh.—*For week ending 19th September.*—The rainfall has been light during the week, and a break in many places has permitted of agricultural operations being resumed. Harvesting of the earlier crops is in progress. Prospects are favourable, except in the low-lying flooded lands. Lands are being prepared for the spring sowings. Supplies are adequate. Prices continue normal.

Punjab.—*For week ending 19th September.*—Rain has fallen in all but five districts. Ploughings for the spring crops are in progress. Prospects of the autumn crops are reported good to average, but more rain is needed in Shahpur. The standing crops have been damaged by excessive rain in parts of Delhi, Umballa, and Amritsar, by field rats in parts of Ferozepore, and by floods in parts of Mooltan. Cattle are generally in good condition, and fodder is reported to be sufficient throughout the province. Prices are normal in Rawal Pindi, and continue low elsewhere.

Central Provinces.—*For week ending 19th September.*—The weather continues cloudy, but has not been so warm as in the preceding week. There has still been a considerable rainfall in the Northern districts and the Nagpur Country, but not much in Chhatisgarh. Excess of rain has damaged cotton in Narsinghpur and *juar* (*Sorghum vulgare*) in the low-lands of Nagpur. In Saugor, besides the harm done to cotton, the prospects of the *juar* (*Sorghum vulgare*) crops are deteriorating. The crops are doing well in Damoh, Jubbulpore, Hoshangabad, Nimar, Wardha, Chanda, and Raipur. Winter sowings have been largely going on, except in Saugor where excessive moisture has somewhat retarded the operations. The number employed on relief works in Saugor and Damoh is 7,343 and 4,413 respectively, or nearly the same as in last week; the increase being only a hundred or two. The number supported on private gratuitous relief which continues in Saugor city is 1,833, or about 200 more than in last week. The imports of grain into Saugor were 11,092 maunds and into Damoh 2,448; the former show an increase of 684 maunds, but the latter have decreased by 541 maunds. Prices remain almost unchanged, wheat being sold at 15½ seers in Saugor, nearly 11 in Damoh, and 14 in Jubbulpore.

Burma.—*For week ending 15th September.*—Rain has fallen in all districts. Ploughing for the wet-weather paddy is practically completed, and transplanting is approaching completion. Reaping of early wet-weather paddy in Kyaukse and of early sesamum in Lower Chindwin, Minbu, Magwe, Meiktila, Yamethin, and Myingyan is progressing. Standing crops are thriving, and prospects are generally good. The areas damaged by floods in Hanthawaddy, Amherst, Shwegyin, and Toungoo may still be replanted. Fodder and water-supply normal. The price of paddy is steady, and is slightly below normal.

Assam.—*For week ending 18th September.*—Weather seasonable. Harvesting of early and transplanting of late rice nearly completed. Tea blight is reported from Cachar. Condition of cattle is fair. Fodder is generally sufficient and water abundant.

Mysore and Coorg.—*For week ending 19th September.*—**MYSORE:** Crops and prospects are good, but more rain is needed in Kolar, Chitaldrug, and in parts of the Hassan, Kadur, and Shimoga districts. Prices have risen in two districts.

COORG: Rainfall good. Reaping of *ragi* (*Eleusine coracana*) and picking of cardamums have commenced. The coffee and rice crops are in good condition. Fodder and water for cattle are sufficient. Prices of food-grains are normal.

Berar and Hyderabad.—*For week ending 19th September.*—BERAR: Weather hot and cloudy with moderate rainfall. Standing crops are in good condition. Land is being prepared for the ensuing crop. Weeding is in progress. Fodder is reported insufficient in the Mehkar taluka. The water-supply is sufficient. Prices have fallen in one district, and are stationary elsewhere.

HYDERABAD: Rainfall good during the week and beneficial to the autumn crops and for sowing of the spring crops. Weeding of irrigated crops is in progress. Prices are normal.

Central India.—*For week ending 19th September.*—Rain fell throughout Central India during the week; heavily in Bhopawar. Agricultural operations are in progress in all parts, except Bhopawar where they are stopped owing to heavy rain. The standing crops promise favourably, except in parts of Gwalior where they have been damaged by rain and insects, and by the long break in the rains in parts of Bhopawar and Bundelkhand. Pasturage is good and sufficient in all districts, except in parts of Gwalior. Prices of food-grains are high in parts of Gwalior and Bundelkhand, they are low in Neemuch, and continue normal in other parts of Central India. The number of persons employed on famine relief works in Bhopal and Seronj is 12,000 and 1,800 respectively.

Rajputana.—*For week ending 19th September.*—Rainfall generally good. No rain in Sirohi and Marwar. Agricultural operations, standing crops, and cattle are generally satisfactory. Prospects are good, but *juar* (*Sorghum vulgare*) and cotton have been damaged in places in Meywar, Jhallawar, and Kotah by insects and excessive rain. Fodder is sufficient. Prices have fallen in two States, fluctuating in two others, and steady elsewhere.

Kashmir.—KASHMIR VALLEY.—*For week ending 18th September.*—Weather fine. Standing crops are generally in good condition. Ploughings for the spring crops are progressing. The rice crops are ready for harvest. Prices continue normal.

JAMMU PROVINCE.—*For week ending 19th September.*—No rain. Weather clear. The autumn crops are ripe, and the outturn is expected to be poor. Ploughings for the spring crops are in progress. Fodder is sufficient. Prices are falling.

Nepal.—*For week ending 15th September.*—The rains are drawing to an end, with occasional showers. The Indian-corn harvest in the hills has been very good, and the prospects of the rice harvest are also good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Railway Statistics.

REPORT BY THE GOVERNMENT INSPECTOR ON AN ACCIDENT TO NO. 38 DOWN GOODS TRAIN ON THE 14TH JULY 1894, AT MILE 260½ TO 260½ BETWEEN RAJEWADI AND ALANDI STATIONS ON THE SOUTHERN MAHRATTA RAILWAY.

Dated 30th July 1894.

From—W. D. WAGHORN, Esq., Government Inspector, Bombay,

To—The Secretary to the Government of India, Public Works Department.

I have the honour to report that I attended the Committee of Joint Enquiry, which met at Poona on the 18th July 1894, to enquire into the accident to No. 38 down goods train on the 14th July 1894, at mile 260½ to 260½ between Rájewádi and Álandi stations on the Southern Mahratta railway.

2. The accident occurred as follows :

Shortly after passing the tangent point of a curve of 700 feet radius, and whilst running on a down grade of 1 in 100, the engine of No. 38 down goods was derailed and travelled a further distance of 300 feet before being pulled up dead ; every vehicle in the train being finally derailed. There was no personal injury, and the damage done was trifling.

3. The accident occurred at mile 260½ on the straight immediately after passing over a curve of 700 feet radius, the gauge of which was 1" slack as ordered, and the cant 3½" also correct to orders. The engine travelled a distance of 300 feet beyond the point of derailment before being pulled up, all the vehicles in the train, namely, eight covered goods wagons and two brake-vans, also having become derailed. The road, here, consists of 41½ lb. flat-foot steel rails, and four bolt fish-plates on wooden sleepers, and appeared in good order, and has a full section of stone ballast. Many of the old Kauri wood sleepers, however, were very far gone and unserviceable.

All old Kauri wood sleepers are in course of renewal, being replaced by new teak ones.

4. The following is a detailed statement of the evidence taken at the Joint Enquiry :

Guard Oliver.—I was Chief Guard of No. 38 down of 14th July 1894. I left Rájewádi at 12-52 right time. When we were approaching mile 260½, I felt a jerk, and heard four whistles from the engine. I put my brake on and the train came to a stand. As far as I could judge, the speed of the train before derailment was 8 to 10 miles an hour. My train was composed of eight covered goods loaded wagons and two brake-vans. I got down from my brake and saw the whole train was off the road. There were five or six gang coolies working at the spot ; one man had a crow-bar, and one had a gauge and a spirit level. No signals were exhibited. I spoke to the men, who said they were closing the gauge of the road owing to the spikes working loose in the old sleepers. The gang Mukádam was not present : they said he was sick. I then sent a memorandum to Álandi station reporting the occurrence to all concerned.

Locomotive Foreman Greengrass.—Having heard of the derailment accident, I proceeded with the break-down train and re-railed all the vehicles. Having re-railed the wagons, I gauged the wheels and found them all correct, and, on arrival at Ghorpuri, I gauged the engine and tender wheels and found them to gauge.

Bhao Tatia, and Guard of No. 38 down.—I was 2nd Guard of No. 38 down on 14th July 1894. On arriving at the mouth of the cutting, mile 260½, I felt a jerk, and heard four whistles from the Driver. I applied my brake hard on, and then the Chief Guard, Driver and I got down and found the whole train derailed. We then examined the line, and found five or six gangmen working; one had a spirit level in his hand, another a gauge, and another a crow-bar. I asked them what they were doing, and they said they were getting the line into gauge: no signals were exhibited by them. The gang Mukádam was not present. The speed of the train at the time of derailment was about 10 miles an hour. I do not know the cause of derailment.

Guard Oliver (re-called).—I stated in my telegram to all concerned that the derailment was due to the line being out of gauge. I said so, because the gang coolies said they were closing the gauge. The Driver and I also gauged the line immediately after the derailment, and found it 2 or 3 inches out of gauge.

Driver Murphy.—I was Driver of No. 38 down of 14th July 1894. I left Rájewádi at 12-52 right time. On arrival at mile 250½ when I came to the mouth of the cutting, I felt a jerk, and the stone ballast began to fly. I gave four whistles, intending it to be a danger signal. After running about the length of my train I came to a stand. I then got down and went back, and with the Chief Guard of the train began gauging the line. I got the gauge from the line coolies there. I found the line about 2 inches out of gauge at the point where the engine dropped off the road just to the rear of the last brake-van. I asked the gangmen where the Mukádam was, and they replied that he was absent since the morning. I asked what they were doing, and they said that, owing to the rain, the spikes were working loose in the old sleepers, and that they were trying to get the line into gauge. I asked them how it was they had no signals out when doing such work, and one man said the Mukádam has them, and we have none, and were not aware what trains were running. He showed me a spike (here produced) which he said he had pulled out, and which he had not had time to replace. The Guard and I sent a joint message reporting the derailment as being due to the line being out of gauge. At the time of the derailment the speed was about 10 miles an hour. The gangmen had a crow-bar, a spirit level and a gauge in their hands, and their other tools were lying on the side of the road including an auger.

Fireman Handcock.—I was first Fireman on the engine of No. 38 down goods of 14th July 1894. I got down with my Driver after the derailment and went back with him, and saw five or six gang coolies, some with tools in their hands, one with a crow-bar and one with a spirit level: the other tools were lying beside the road. I did not speak to them, but went back to my engine to draw the fire.

Mr. Flynn, Permanent Way Inspector.—I went out with the relief train from Ghorpuri on hearing of the accident. On arriving at mile 260½, I gauged the line at the spot where the engine was first derailed, and for two or three rail lengths behind. Where the engine dropped, the gauge was about 1½ inches slack, and behind that it was nowhere wider than 1 inch. The radius of the curve is 700 feet, so that the line here was correct. The spot where the engine was first derailed was at a joint. The left leading wheel of the engine had dropped, the right remaining on the rail. I measured the distance the train ran from the point of derailment and found it 300 feet. The sleepers in this portion of the road were of Kauri wood, with the exception, in this length of 300 feet, of 35 new teak sleepers fairly equally distributed. Under the rail immediately behind the spot of derailment there were two teak sleepers only. The two sleepers immediately under the point of derailment were Kauri wood, and on either side of these was a teak one. The gangmen were working,

I find from enquiry, close by within two or three rail lengths of the spot of derailment in the cutting: they say they had been weeding and tidying up. The Mukádam of the next gang, working about $\frac{1}{4}$ th of a mile further back re-laying sleepers, says that when No. 38 down passed him it was running very fast. There were no signs of any altering of gauge on the sleepers, such as augering, etc. I saw no spikes missing in the road. The Mukádam of the gang was absent since morning: he says he was sick. He has once before absented himself without leave. The gangmen say the mate left in the morning for Poona and told them to go on with their work and do weeding. I made no enquiries as to whether the men had their flags.

Gang Cooly Hari.—On the day of the accident I was weeding grass about 10 to 12 rail lengths back from where the engine first dropped. I was doing nothing in the way of repairs to the road except weeding grass. I had flags with me lying on the bank. My Mukádam was sick and not present. I did not see him for four days. He returned to the gang hut on the morning of the 16th. I had all my tools with me.

Gang Cooly Chundoo.—On the day of the accident I was weeding grass about 10 rail lengths from where the train stopped: our flags were lying on the bank. There were no loose spikes in the road, and we did no work except weeding.

Gang Cooly Hari (re-called) stated that there were no loose spikes in the road before the derailment. I gave no spikes to the Driver; but after the derailment he picked one up and took it away. The Driver asked if we were doing any work to the road, and we said we were only weeding the road. The Driver asked where our flags were, and we said they were on the bank. We were not using a crow-bar; it was on the bank.

Railway Apothecary C. D. Doctor.—I was in 48 down of the 13th instant, and at Rájewádi a man asked for fever medicine for the Mukádam. I do not know for what Mukádam. Bhau Mukádam applied for a certificate on the morning of the 18th instant. I only gave him a letter to Mr. Flynn, saying that I had given him medicine on the 13th. I said this, as he reminded me that I had given medicine at Rájewádi on the 13th. The train was in motion when the man applied for medicine at Rájewádi, and it was night, and I could not recognise the man who asked.

Mukádam Lutckman.—I am mate of the sleeper renewal gang. I was working about a mile from where the derailment took place, at about mile 259 $\frac{1}{2}$ near the Poona side of tunnel No. I. I showed a green caution flag as the No. 38 down goods train approached. The train was going very fast and the Driver paid no attention to my signal. The flag was shown at the mouth of the tunnel, about one telegraph post in advance of my gang. The train was going faster than trains generally do. The gangmen near the place of derailment told me they had been only weeding. I had asked them how it was the train got off the road and what they had been doing. I was going to get the road right, when the Driver said: "Wait until the officers come up and see." I then went back to my work.

Permanent Way Inspector Mr. Flynn (re-called).—A spike could not be driven into the Kauri wood sleepers without splitting them unless a hole were augered first: augering is necessary.

Mr. H. E. Lockhart, District Engineer.—On the morning of the 14th instant I trollied down the gháts from Rájewádi. I have been paying special attention to the fastenings of the road, as the sleepers are mostly old. I saw no movement in the spiking of the sleepers. I came out with the relief train from Poona, and, on arrival at the site of the derailment, mile 260 $\frac{1}{2}$, I examined the road with Mr. Flynn, the Permanent Way Inspector. I found the gauge at the point where the engine dropped 1 $\frac{1}{2}$ inches slack. The gauge of the curve, just behind, was correct to orders, namely 1 inch slack, and the cant was 3 $\frac{1}{2}$ inches, also correct. I saw no signs of any work having been done to the road at the spot. I attach a sketch* showing the position of the wheels with regard to the rails as the train stood on my arrival. The accident occurred at the tangent point of the curve.

Conclusion.

5. After visiting the site of the derailment and hearing the evidence above detailed, I am of opinion that the derailment was due to the road spreading. As the train left Rájewádi Station at 12-52, and the accident is reported to have occurred at 13-22, the distance from Rájewádi to site of the accident being $6\frac{1}{2}$ miles, the speed of the train at the time of derailment did not probably exceed 15 miles an hour, and consequently was not excessive. The evidence as to what work the gangmen employed near the site of the accident were engaged on at the time is very conflicting; but admitting that they were endeavouring to close the gauge of the road, their work in itself can hardly, I think, have caused the derailment. The derailment was, I consider, due to the fact that the road was almost entirely laid with Kauri wood sleepers which, with the exception of two or three teak ones in each rail length, are old, having been in the road since 1885. This wood, which is a pine and of a coarse fibrous nature, does not appear to me at all suitable for sleepers. The wood is, I understand, tough and hard when dry; but after heavy and continuous rain, as was the case on the 18th, becomes sodden and soft, and the spikes are liable to get loose or be pushed out of place. The requisite pressure required to cause this was, in this case, occasioned by the inside of the flanges of the left (*i.e.*, lower) wheels of the engine grinding against the lower rail, this owing to the cant of the curve $3\frac{1}{2}$ inches, which does not disappear for a distance of 150 feet beyond the tangent point of the curve. The wheels of the engine and of all the vehicles forming the train were gauged and found correct, so that any idea of the rolling stock being in fault need not be considered. The road is, I understand, in course of being entirely re-laid with new teak sleepers.

(True Copy.)

SIMLA;

The 18th September 1894. }

F. B. HEBBERT,

Under-Secy. to the Govt. of India,
Public Works Department.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 9TH SEPTEMBER 1893, AND FROM 1ST JULY TO 8TH SEPTEMBER 1894.

N.B.—As regards the figures in column Total Earnings from 1st July 1894, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1893.	WEEK ENDING 9TH SEPTEMBER 1893.				WEEK ENDING 8TH SEPTEMBER 1894.				Earnings from 1st July to 9th September 1893.	Earnings from 1st July to 8th September 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.													
<i>Standard gauge—</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>
East Indian	552	1,634	7,03,106	485	1,683	8,59,341	511	80,74,316	82,02,308	2,17,992	...	...	...
Bengal-Nagpur	107	863	76,660	89	862	67,235	78	7,90,912	6,58,466	...	1,32,446	...	...
Indian Midland (a)	112	752	65,934	88	752	64,718	86	6,66,308	8,15,546	1,49,238	...	...	...
Bezwada extension	100	21	1,682	80	21	2,725	130	19,706	25,687	5,981	...	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	216	1,699	3,20,378	189	1,719	2,71,820	156	30,29,728	34,89,760	4,60,032	...	...	...
Palanpur-Deesa	49	...	...	...	17	500	20	...	5,081	5,081	...	...	...
South Indian	142	1,043	1,50,451	144	1,042	1,52,149	146	15,46,027	15,39,363	...	6,764	...	...
Mayavaram-Mutpet	...	...	...	...	54	4,032	75	...	38,670	38,679	...	...	...
Southern Mahratta (c)	90	1,156	1,00,085	87	1,165	93,753	80	10,04,265	10,81,682	77,417	...	...	...
Bengal and North-Western (d)	108	756	65,339	86	756	68,670	90	7,13,111	8,73,721	1,60,610	...	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	50	190	8,618	43	200	41,220	206	1,00,993	1,42,698	41,995	...	...	...
TOTAL	221	8,123	15,82,253	195	8,271	16,26,168	197	1,59,45,306	1,69,63,181	10,17,815	...	...	...
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (e)	222	2,509	5,03,952	201	2,511	5,48,407	218	49,20,920	52,19,617	2,89,697	...	...	...
Oudh and Rohilkhand (state)	206	692	1,21,248	175	797	1,10,860	139	13,17,030	17,25,321	4,07,691	...	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	345	778	2,09,698	381	813	3,11,220	383	22,29,720	24,20,904	1,92,184	...	...	...
Bengal Central (f)	121	125	15,708	126	125	15,360	123	1,43,710	1,49,028	5,318	...	...	...
East Coast (state)	71	266	(g) 14,881	56	331	18,559	58	(g) 75,936	2,24,853	1,48,917	...	...	...
<i>Metre gauge—</i>													
Burma (state)	133	730	89,849	123	730	80,280	110	9,26,265	9,87,775	61,510	...	...	...
<i>Special gauges—</i>													
Jorhat (state provincial)	57	25	4,817	73	25	1,670	67	16,489	18,521	2,032	...	...	...
Cherra-Companyganj (state provincial)	52	8	406	51	8	552	69	3,514	4,256	742	...	...	...
TOTAL	216	5,133	10,47,519	204	5,330	10,86,908	204	96,43,184	1,07,50,275	11,07,091	...	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (h)	392	1,490	4,05,034	272	1,490	3,45,576	232	43,25,674	38,96,785	...	4,28,889	...	...
Bombay, Baroda and Central India	495	401	1,82,042	395	401	1,73,000	375	18,36,500	18,81,126	44,626	...	...	...
Madras	239	840	2,09,784	250	840	1,75,892	210	20,30,918	19,38,509	...	92,409	...	...
TOTAL	366	2,791	7,97,800	286	2,791	6,94,468	249	81,93,092	77,16,420	...	4,76,671	...	...
TOTAL (GUARANTEED AND STATE)													
	244	16,047	34,27,572	214	16,392	34,07,544	208	3,37,41,642	3,54,29,876	16,48,234	...	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	145	161	19,835	123	161	17,910	111	2,11,728	2,10,045	...	1,683	...	...
Tarkessur	213	22	4,006	212	22	4,757	216	45,621	46,839	1,218	...	...	...
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	123	67	4,200	73	67	5,076	76	68,292	66,908	...	1,384	...	...
Bengal Doonars	97	27	2,196	81	36	5,160	143	20,515	45,362	24,847	...	...	...
Dibru-Sadiya	127	78	10,737	138	78	11,460	147	1,01,248	1,06,626	5,378	...	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	241	51	10,406	204	51	10,454	205	1,11,730	1,12,699	969	...	...	...
TOTAL	150	406	52,749	130	415	54,817	132	5,59,134	5,88,479	29,345	...	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	145	333	40,825	123	333	49,357	148	4,30,718	5,40,160	1,09,442	...	...	...
The Gaekwar's Petlad	82	13	944	72	13	820	63	10,309	9,484	...	...	...	...
Rajpura-Bhatinda	119	108	10,046	99	108	23,504	218	1,33,373	2,12,097	78,724	...	...	...
Kolar-Gold fields	...	...	...	...	10	2,578	258	...	27,404	27,404	...	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (i)	96	331	32,005	97	362	28,732	76	3,01,017	3,07,795	6,778	...	...	...
The Gaekwar's Melasana	59	93	3,435	37	93	3,740	40	37,065	41,305	4,240	...	...	...
Kolhapur	73	29	1,933	67	29	1,951	67	20,065	19,117	...	...	...	...
<i>Special gauges—</i>													
The Gaekwar's Dabhoi	53	72	3,342	46	72	2,860	40	32,670	23,922	...	8,748	...	...
Cooch Behar	17	...	...	...	22	800	36	...	6,355	6,355	...	...	...
TOTAL	107	979	93,131	95	1,042	1,14,342	110	9,65,216	11,88,030	2,22,823	...	...	...
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	90	334	25,400	76	334	23,547	71	2,51,896	2,04,559	...	47,337	...	...
Jetalsar-Rajkot	61	46	2,604	57	46	3,063	67	24,361	24,123	...	238	...	...
Jodhpur-Bikaner	46	364	22,330	61	364	12,000	35	1,46,733	1,75,239	28,506	...	...	...
<i>Special gauge—</i>													
Morvi	62	94	4,162	44	94	5,246	56	51,725	44,728	...	6,997	...	...
TOTAL	66	818	54,586	65	838	44,456	53	4,74,715	4,48,649	...	26,066	...	...
GRAND TOTAL													
	226	18,270	36,25,038	199	18,687	36,21,159	194	3,57,80,707	3,76,55,043	18,74,336	...	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rittai railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways this line is the property of the Bengal Central Railway Company.

(g) Includes the earnings of the Bezwada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamsan, and Amravati railways.

(i) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, the 20th September, 1894.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXIII OF 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 9TH SEPTEMBER 1893.				WEEK ENDING 8TH SEPTEMBER 1894.				Earnings from 1st April to 9th September 1893.	Earnings from 1st April to 8th September 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
State lines worked by companies.													
Standard gauge—													
East Indian	602	1,634	7,93,106	485	1,683	8,59,341	511	2,12,44,553	2,20,35,475	7,99,922	...	...
Bengal-Nagpur	149	863	76,660	80	862	67,235	78	27,35,403	25,38,897	...	1,96,506	...	
Indian Midland (a)	132	752	65,934	68	752	64,718	86	20,72,150	24,25,720	3,53,570	...	...
Barwada extension	95	21	1,682	80	21	2,725	130	44,335	59,701	15,366	...	...
Metro gauge—													
Rajputana-Malwa (b)	261	1,699	3,20,378	189	1,719	2,71,820	158	96,58,588	1,08,96,610	12,38,022	...	...
Palampur-Deesa	41	...	...	...	17	500	29	...	15,723	15,723	...	...
South Indian	144	1,043	1,50,451	144	1,042	1,52,149	146	37,82,547	36,31,256	...	1,51,291	...	
Mayavaram-Mutpet	...	...	...	...	54	4,032	75	...	(c) 86,599	86,599	...	...
Southern Mahratta (d)	100	1,156	1,00,085	87	1,165	93,754	80	27,64,353	30,17,168	2,52,815	...	...
Bengal and North-Western (e)	132	756	65,339	86	756	68,670	91	23,36,567	26,09,991	2,73,424	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	199	8,618	43	200	41,220	206	3,12,957	3,92,688	79,731	...	...
TOTAL	250	8,123	15,82,253	195	8,271	16,26,168	197	4,49,51,453	4,77,09,848	27,58,395	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state) (f)	232	2,509	5,03,852	201	2,511	5,48,407	218	1,24,34,095	1,35,73,223	11,39,128	...	...
Oudh and Rohilkhand (state)	242	692	1,21,248	175	797	1,10,800	139	38,55,344	40,81,301	2,26,017	...	...
Eastern Bengal (state) (including metro and 2' 6" gauges)	300	778	2,99,698	385	813	3,11,220	383	46,71,334	51,73,374	5,02,040	...	...
Bengal Central (g)	120	125	15,768	126	125	15,360	123	3,31,583	3,57,182	25,599	...	...
East Coast (state)	71	266	(h) 14,881	56	321	18,559	58	(h) 1,43,312	6,39,680	4,95,768	...	...
Metro gauge—													
Burma (state)	171	730	89,849	123	730	80,280	110	26,33,228	25,53,922	...	79,306	...	
Special gauges—													
Jorhat (state provincial)	49	25	1,817	73	25	1,670	67	34,826	35,142	316	...	...
Cherra-Companyganj (state provincial)	54	8	406	51	8	552	69	9,134	10,794	1,660	...	...
TOTAL	226	5,133	10,47,519	204	5,330	10,86,008	204	2,41,12,856	2,70,24,078	29,11,222	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (i)	510	1,490	4,05,934	272	1,490	3,45,576	232	1,63,81,119	1,47,21,053	...	16,60,066	...	
Bombay, Baroda and Central India	638	461	1,82,082	395	461	1,73,000	375	69,40,020	72,25,241	2,85,221	...	...
Madras	238	840	2,09,784	250	840	1,75,892	209	46,69,379	45,83,817	...	85,562	...	
TOTAL	440	2,791	7,97,800	286	2,791	6,04,468	249	2,79,90,518	2,65,30,111	...	14,60,407	...	
TOTAL (GUARANTEED AND STATE)	277	16,047	34,27,572	214	16,392	34,07,544	208	9,70,54,827	10,12,64,037	42,09,210	...	...
Assisted companies:													
Standard gauge—													
Delhi-Umballa-Kalka	148	161	19,835	123	161	17,010	111	5,19,226	5,99,510	80,284	...	...
Tarkessur	253	22	4,666	212	22	4,757	216	1,27,587	1,39,706	12,119	...	...
Metro gauge—													
Rohilkund and Kumaon (Company's section)	137	67	4,909	73	67	5,076	76	2,05,656	2,02,095	...	3,561	...	
Bengal Doars	77	27	2,196	81	36	5,160	143	40,246	83,269	43,023	...	...
Dibru-Sadiya	130	78	10,737	138	78	11,460	147	2,33,089	2,36,893	3,804	...	...
Special gauge—													
Darjeeling-Himalayan	238	51	10,406	201	51	10,454	205	2,91,992	2,87,760	...	4,232	...	
TOTAL	155	406	52,749	130	415	54,817	132	14,17,796	15,49,233	1,31,437	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	158	333	40,825	123	333	49,357	148	11,75,527	14,17,361	2,41,834	...	...
The Gaekwar's Petlad	92	13	942	72	13	820	63	27,943	32,205	4,262	...	...
Rajputana-Bhatinda	129	108	10,646	99	108	23,504	218	3,23,272	4,84,077	1,60,805	...	...
Kolar-Gold fields	...	...	...	...	10	2,578	258	...	(j) 40,623	40,623	...	...
Metro gauge—													
Southern Mahratta (Mysore section) (k)	95	331	32,008	97	362	28,732	79	7,56,140	7,44,543	...	11,606	...	
The Gaekwar's Mohana	75	93	3,415	37	93	3,740	40	1,36,380	1,55,823	19,443	...	...
Kolhapur	77	29	1,933	67	29	1,951	67	51,206	58,315	7,109	...	...
Special gauges—													
The Gaekwar's Dabhoi	67	72	3,342	46	72	2,860	40	1,13,467	1,02,530	...	10,937	...	
Cooch Behar	20	...	...	...	22	800	36	...	17,156	17,156	...	...
TOTAL	114	979	93,131	95	942	1,14,342	110	25,83,944	30,52,633	4,68,689	...	...
Lines owned and worked by native states.													
Metro gauge—													
Bhavnagar-Gondal-Junagarh-Portbandar	118	334	25,490	76	334	23,547	71	9,58,577	7,86,788	...	1,71,789	...	
Jetalsar-Rajkot	60	46	2,604	57	46	3,003	67	(l) 53,646	67,360	13,714	...	...
Jodhpur-Bikaner	54	364	22,330	61	364	12,600	35	3,73,289	5,33,065	1,59,776	...	...
Special gauge—													
Morvi	67	94	4,162	44	94	5,246	56	1,42,164	1,42,469	305	...	...
TOTAL	81	838	54,586	65	838	44,456	53	15,27,676	15,29,682	2,006	...	...
GRAND TOTAL	256	18,270	36,28,038	199	18,687	36,21,159	194	10,25,84,243	10,73,95,585	48,11,342	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 8th September 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the earnings of the Barwada-Godavari section.

(i) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amraoti railways.

(j) Total earnings from 1st June to 8th September 1894.

(k) Includes the Mysore-Nanjangud and the Yeavantpur-Mysore frontier sections.

(l) Total earnings from 12th April to 9th September 1893.

F. B. HEBBERT,

Under Secretary.

SINLA, the 20th September, 1894.

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SUPPLEMENT TO
The Gazette of India.

No. 39.} CALCUTTA, SATURDAY, SEPTEMBER 29, 1894.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

[illegible]

[illegible]

(a) Not stated.

Not sold.

† Not procurable.

Kali.

[illegible]

1. Nineties per bundle.

♦ Unbused.

1 Not sold.

Sold in bundles.

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhosum).		MARUA OR RAGI (Eleusine indica).		KANGNI OR ITALIAN MILLER (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR TUR, CADJAN PEA (Cajanus indicus).		PINDWOOD.		SALT.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Punjab—																								
Southern—																								
Hisar	20 0	22 0	38 0	38 0	12 0	12 0	25 0	25 0	24 0	21 0	19 0	19 0	20 0	19 0	37 0	38 0	25 0	25 0	11 0	11 0	100 0	100 0	10 0	10 0
Ferozepore	24 0	23 0	40 0	40 0	9 0	9 0	26 0	26 0	20 0	19 0	36 0	36 0	13 0	12 0	39 0	38 0	40 0	40 0	12 0	12 0	100 0	100 0	12 0	12 0
Montgomery	24 0	24 0	32 0	32 0	9 0	9 0	28 0	28 0	16 0	16 0	20 0	20 0	16 0	16 0	37 0	35 0	25 0	25 0	12 0	12 0	220 0	220 0	12 0	12 0
Central—																								
Gurgaon	23 0	22 0	32 0	32 0	9 0	9 0	28 0	28 0	21 0	21 0	19 0	19 0	13 0	12 0	31 0	29 0	24 0	24 0	28 0	28 0	120 0	120 0	10 0	10 0
Delhi	20 0	20 0	28 0	28 0	10 0	10 0	26 0	26 0	22 0	21 0	12 0	12 0	17 0	17 0	29 0	29 0	25 0	25 0	30 0	30 0	70 0	70 0	11 0	11 0
Rohtak	20 0	20 0	34 0	34 0	11 0	11 0	25 0	25 0	24 0	24 0	12 0	12 0	12 0	12 0	33 0	33 0	25 0	25 0	18 0	18 0	120 0	120 0	10 0	10 0
Karnal	20 0	20 0	35 0	35 0	10 0	10 0	25 0	25 0	16 0	16 0	20 0	20 0	12 0	12 0	35 0	34 0	17 0	17 0	17 0	17 0	160 0	160 0	9 0	9 0
Labore	25 0	25 0	44 0	44 0	11 0	11 0	33 0	33 0	16 0	16 0	20 0	20 0	27 0	27 0	37 0	38 0	34 0	34 0	11 0	11 0	75 0	75 0	13 0	13 0
Sub-montane—																								
Unbala	24 0	24 0	32 0	32 0	9 0	9 0	24 0	24 0	20 0	20 0	19 0	19 0	8 0	8 0	33 0	32 0	29 0	29 0	25 0	25 0	130 0	130 0	12 0	12 0
Ludhiana	25 0	25 0	36 0	36 0	9 0	9 0	32 0	32 0	21 0	21 0	17 0	17 0	17 0	17 0	30 0	30 0	31 0	31 0	13 0	13 0	100 0	100 0	13 0	13 0
Jullandhar	25 0	24 0	36 0	36 0	10 0	10 0	28 0	28 0	20 0	20 0	20 0	20 0	20 0	20 0	31 0	31 0	32 0	32 0	10 0	10 0	100 0	100 0	13 0	13 0
Hoshiarpur	23 0	24 0	31 0	33 0	10 0	10 0	25 0	25 0	22 0	22 0	16 0	16 0	12 0	12 0	30 0	30 0	31 0	31 0	10 0	10 0	120 0	120 0	12 0	12 0
Gurdaspur	28 0	28 0	48 0	48 0	12 0	12 0	28 0	28 0	26 0	26 0	26 0	26 0	23 0	23 0	34 0	35 0	28 0	28 0	10 0	10 0	120 0	120 0	12 0	12 0
Amritsar	25 0	25 0	39 0	39 0	10 0	10 0	34 0	34 0	15 0	15 0	16 0	16 0	23 0	23 0	34 0	34 0	31 0	31 0	10 0	10 0	100 0	100 0	12 0	12 0
Bills—																								
Simla	13 0	14 0	19 0	19 0	7 0	8 0	14 0	14 0	12 0	12 0	16 0	16 0	9 0	9 0	15 0	18 0	16 0	16 0	9 0	9 0	80 0	80 0	8 0	8 0
Kangra	18 0	18 0	25 0	25 0	12 0	11 0	12 0	12 0	14 0	14 0	24 0	24 0	6 0	6 0	21 0	21 0	21 0	21 0	14 0	14 0	120 0	120 0	10 0	10 0
North-western—																								
Sialkot	22 0	21 0	35 0	35 0	12 0	11 0	32 0	32 0	30 0	31 0	19 0	19 0	20 0	20 0	34 0	33 0	24 0	24 0	10 0	10 0	120 0	120 0	13 0	13 0
Gujranwala	21 0	24 0	40 0	40 0	11 0	11 0	30 0	31 0	23 0	23 0	10 0	10 0	10 0	10 0	33 0	32 0	25 0	25 0	10 0	10 0	95 0	95 0	13 0	13 0
Gujrat	25 0	24 0	35 0	35 0	11 0	11 0	25 0	25 0	23 0	23 0	20 0	20 0	20 0	20 0	32 0	32 0	24 0	24 0	10 0	10 0	110 0	110 0	14 0	14 0
Jhelum	29 0	28 0	45 0	45 0	13 0	13 0	24 0	24 0	25 0	24 0	20 0	20 0	12 0	12 0	35 0	35 0	24 0	24 0	10 0	10 0	130 0	130 0	14 0	14 0
Rawalpindi	25 0	24 0	42 0	42 0	13 0	13 0	24 0	24 0	29 0	29 0	20 0	20 0	12 0	12 0	30 0	30 0	34 0	34 0	10 0	10 0	75 0	75 0	13 0	13 0
Hazara	24 0	23 0	34 0	34 0	11 0	11 0	24 0	24 0	27 0	27 0	17 0	17 0	23 0	23 0	26 0	26 0	25 0	25 0	10 0	10 0	90 0	90 0	11 0	11 0
Peshawar	24 0	23 0	44 0	44 0	9 0	9 0	24 0	24 0	20 0	20 0	18 0	18 0	21 0	21 0	27 0	26 0	37 0	37 0	10 0	10 0	92 0	92 0	40 0	40 0
Kohat	26 0	27 0	54 0	54 0	13 0	13 0	32 0	32 0	40 0	39 0	21 0	21 0	21 0	21 0	32 0	32 0	41 0	41 0	10 0	10 0	153 0	153 0	51 0	51 0
Western—																								
Shabpur	30 0	29 0	41 0	42 0	8 0	9 0	35 0	35 0	31 0	30 0	20 0	20 0	22 0	22 0	48 0	45 0	28 0	28 0	10 0	10 0	160 0	160 0	13 0	13 0
Thang	26 0	24 0	39 0	40 0	10 0	10 0	45 0	45 0	16 0	16 0	40 0	40 0	32 0	32 0	35 0	33 0	40 0	40 0	8 0	8 0	160 0	160 0	12 0	12 0
Mooltan	19 0	19 0	28 0	30 0	14 0	12 0	30 0	30 0	23 0	23 0	14 0	14 0	9 0	9 0	20 0	20 0	32 0	32 0	19 0	19 0	90 0	90 0	12 0	12 0
Bannu	34 0	35 0	66 0	66 0	10 0	11 0	40 0	40 0	38 0	38 0	9 0	9 0	4 0	4 0	38 0	35 0	25 0	25 0	13 0	13 0	100 0	100 0	50 0	50 0
D. I. Khan	23 0	23 0	38 0	38 0	8 0	8 0	41 0	41 0	28 0	28 0	20 0	20 0	18 0	18 0	24 0	24 0	25 0	25 0	9 0	9 0	100 0	100 0	42 0	42 0
Muzaffargarh	23 0	23 0	29 0	29 0	14 0	14 0	20 0	20 0	23 0	23 0	20 0	20 0	18 0	18 0	28 0	28 0	15 0	15 0	8 0	8 0	125 0	125 0	25 0	25 0
D. G. Khan	18 0	18 0	28 0	28 0	8 0	8 0	30 0	30 0	24 0	24 0	20 0	20 0	18 0	18 0	28 0	28 0	15 0	15 0	8 0	8 0	80 0	80 0	14 0	14 0
Siad and Baluchistan—																								
Karachi	16 0	16 0	10 0	10 0	9 0	9 0	18 0	18 0	15 0	15 0	10 0	10 0	10 0	10 0	20 0	20 0	15 0	15 0	10 0	10 0	80 0	80 0	14 0	14 0
Hyderabad																								
Thar and Parkar (Umar Kot)	14 0	14 0	8 0	8 0	10 0	10 0	16 0	16 0	15 0	15 0	10 0	10 0	10 0	10 0	20 0	20 0	15 0	15 0	10 0	10 0	106 0	106 0	12 0	12 0
Sukkur (Shikarpur)	13 0	13 0	4 0	4 0	12 0	12 0	24 0	24 0	20 0	20 0	10 0	10 0	10 0	10 0	20 0	20 0	15 0	15 0	10 0	10 0	110 0	110 0	12 0	12 0
Shikhar (Shikhar)	17 0	17 0	13 0	13 0	12 0	12 0	24 0	24 0	20 0	20 0	10 0	10 0	10 0	10 0	20 0	20 0	15 0	15 0	10 0	10 0	110 0	110 0	12 0	12 0

RETAIL PRICES FOR THE 1st HALF OF AUGUST 1894—concluded.

QUANTITIES PER RUPEE IN SERS OF 80 TOMAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLAM (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhaloideum).		MARUA OR RAGI (Eleusine coracana).		KANYOT OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, RADALAY OR BUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARWAR, OR THOL, CADIAN PEA (Cajanus indicus).		PINEAPPLE.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Madras—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
<i>Coast—</i>																										
Malabar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South, central—																										
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nilgiris . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central—																										
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Anantapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kurnool . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, north—																										
Ganjam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Visakhapatnam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Godavari . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central—																										
Kistna . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—																										
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chingleput . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
S. Arcot . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South—																										
Tinnevely . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madurai . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mysoore—																										
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bangalore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kolar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tumkur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hassan . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nadur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shimoga . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chitaldroog . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coorg—																										
Coorg . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Not sold.

BRASS AND COMMERCE DEPARTMENT

STATIONER JACKIE.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, September 22nd, 1894.

General Summary.—Pressure was unusually steady during the past week, especially in North-Western India where the daily changes were very small in amount. Pressure continued steadily in defect in Upper India, but this deficiency of pressure had no effect upon the weather in North-Western India, which continued fine throughout the week. Little or no rain fell over the greater part of the country. In Assam, North Bengal, and Bihar weather was slightly disturbed, and moderate to heavy rain fell in that area. Patna received heavy continuous rain at the commencement of the week, the rainfall reported on the 17th, 18th, and 19th amounting to 13·34 inches. A shallow low pressure area was shown over Burma on the 19th, which was more or less persistent for the remainder of the week, but it was not until the close of the week that it had any marked influence on the rainfall, for comparatively little rain was reported from the Burma stations till Friday, when it increased in amount. By Saturday morning rain was falling generally over the whole province. Showers, more or less local in character and due in most cases to thunderstorms, were received in the Peninsula; frequently in parts where the monsoon rainfall was in defect. Malegaon registered 3·56 inches on the 21st, Hyderabad (Deccan) 2 inches on the 22nd, and Madura 1·5 inches on the 20th.

On Saturday morning winds had fallen off in strength in Bengal, and had shifted to cyclonic directions at Saugor Island and on the Orissa Coast, hence indicating a slight tendency to the formation of a depression at the head of the Bay.

The mean temperature for the whole of India for the week was 0·4 in excess of the normal.

Daily Summary.—*Sunday.*—Pressure had risen everywhere except in North Bihar, but the rise was generally small in amount, and pressure was very uniform over the Gangetic plain, Central India, the Central Provinces, North Deccan, and Chota Nagpur. Pressure was in moderate excess in Burma, normal in Bengal, and in defect elsewhere. Winds had increased to some extent at the head of the Bay and were more easterly in Bengal. Light easterly winds and calms prevailed in the North-Western Provinces and the Punjab. Bengal and Chota Nagpur had received light to moderate rain, and heavier rain than for some days past had fallen in the West Coast districts. Bogra had received 4·54 inches, Jalpaiguri 2·11 inches, and Roorkee 2·04 inches. Amounts ranging between 1 and 2 inches had been received at Fort Stedman, Kindat, Barisal, Mymensingh, Calcutta, Berhampore, Dhubri, Darjeeling, Gnatong, Ranchi, Dehra, Cochin, Mercara, Karwar, Malegaon, Surat, and Raipur.

Monday.—Pressure had changed by small amounts, and its distribution was practically unaltered. A very shallow depression was shown lying over Central Burma. Winds were very light in Burma, but had increased considerably on the Bengal, Orissa, and Ganjam Coasts. A feeble cyclonic circulation was shown in Bihar and Chota Nagpur. Light to heavy rain had fallen in Bengal, Assam, Bihar, Chota Nagpur, and the eastern districts of the North-Western Provinces. Heavy local showers had fallen in parts of the Madras Coast districts and the Deccan. Patna had received 6·04 inches, Darbhanga 4·06 inches, Purnea 3·18 inches, Nellore 3·21 inches, Rajahmundry 3·05 inches, and Saugor 2·08 inches.

Tuesday.—Pressure had fallen briskly in Burma and slightly in Bengal, and was unchanged elsewhere. Pressure was in moderate defect in Lower Burma and the Punjab. Moderate but irregular cyclonic winds were blowing in Bihar, where weather was slightly disturbed. Moderate to heavy rain had fallen in Bihar and North Bengal, and local showers in the Madras Coast districts. Patna had

received 4'44 inches, Darbhanga 3'57 inches, Dinajpur 3'27 inches, Berhampore 2'31 inches, and Dhubri 2'07 inches. Slightly less than an inch had been received at Masulipatam, Cuddalore, Salem, and Negapatam.

Wednesday.—Pressure changes were everywhere small in amount. Pressure had decreased in Burma, where a shallow depression over Lower Burma was largely influencing the winds at the coast stations. Pressure was in slight local defect in Bihar and North Bengal, where moderate to heavy rain continued. Winds had strengthened on the Burma Coast, and rain had fallen there in larger quantities than for some days past. Winds had again increased at the head of the Bay. The following were the most important falls of rain reported: Tavoy 3'67 inches, Dhubri 3'63 inches, Dinajpur 3'47 inches, Patna 2'86 inches, Bogra 1'8 inches, and Masulipatam 1'42 inches.

Thursday.—Pressure had again changed very slightly, and its distribution was practically unaltered. Pressure was in considerable defect in Lower Burma, where a very shallow depression was shewn. Winds were stronger at Colombo, and the sea was rising. Humidity had decreased rapidly at the Upper India hill stations, especially at Chakrata. Light to moderate rain had fallen in Lower Burma, North Bengal, and Assam, but fine dry weather prevailed over the greater part of India. Mymensingh had received 3'5 inches, Jalpaiguri 2'61 inches, Madura 1'5 inches, Ranchi 1'31 inches, Tavoy 1'16 inches, Silchar 1 inch, Bijapur '88 inch, Bellary '72 inch, and Sholapur '39 inch.

Friday.—Pressure had given way in Assam, East Bengal, and Burma, and had increased slightly to briskly in Southern India. Pressure was in considerable defect in Burma and Assam. Winds were stronger on the Burma Coast, but were decreasing in force at the head of the Bay and were light in Bengal. Moderate rain had fallen in Burma, and showers in North-Eastern India and parts of the Peninsula and Central India. Malegaon had received 3'56 inches, Moulmein 2'71 inches, Jalpaiguri 2'64 inches, Barisal 2'52 inches, Toungoo 2'21 inches, and Tavoy, Cuddalore, Neemuch, and Akola amounts exceeding 1 inch.

Saturday.—Pressure had given way in Arakan, Assam, and Bengal, and a slight tendency was discernible to the formation of a depression at the head of the Bay. Winds were strong at Colombo and the Burma Coast, and had shifted to north-east at Saugor Island. Little or no rain had fallen in Northern and Central India. Local showers had been received in parts of the Peninsula and general rain in Burma. The principal falls reported were—Moulmein 4'8 inches, Yamethin 3'5 inches, Toungoo 2'63 inches, Fort Stedman 1'12 inches, Hyderabad (Deccan) 2 inches, Raichur 1'04 inches, Cuddalore 1 inch, Ahmednagar '93 inch, and Cuddapah '89 inch.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

PROVINCE.	September 1894.							Mean variation of week.
	16th	17th	18th	19th	20th	21st	22nd	
Burma	0	0	0	0	0	0	0	0
Bengal and Assam	+1'3	+1'4	+2'1	+2'3	+1'7	+1'2	+0'7	+1'5
North-Western Provinces and Oudh	—1'9	—1'9	—2'6	—1'4	—0'8	—0'5	+1'2	—1'1
Punjab	—0'1	—0'7	—0'9	+0'2	+0'5	+0'2	+0'4	—0'1
Bombay	+1'3	+1'6	+2'4	+2'8	+2'4	+2'8	+1'9	+2'2
Central Provinces and Berar	—0'9	—2'0	—0'7	+0'5	+0'7	—0'1	—0'3	—0'4
Central India and Gujarat	—0'7	—0'8	—0'3	+1'0	+1'3	+0'9	+1'1	+0'4
Sind and Rajputana	+1'2	+1'0	+0'6	+1'2	+1'1	+0'3	+0'2	+0'8
Madras	+1'6	+0'9	+1'5	+1'7	0	+0'2	—0'8	+0'7
	—0'9	—0'3	—0'7	—0'8	+0'9	+0'4	+0'4	—0'1
Mean for whole of India	+0'1	—0'1	+0'2	+0'8	+0'9	+0'6	+0'5	+0'4

Temperature during the past week has been normal or in slight excess in all provinces, except in Bengal and Assam, where heavy rainfall reduced it to below the normal. Temperature was most in excess in the Punjab, and the highest temperatures in the country were generally registered at stations in that province. Temperature was also in slight to moderate excess in Burma, due to the small amount of rain received there during the greater part of the week. The mean temperature of the week in all other provinces was practically normal, the largest variations being $+0.8^{\circ}$ and $+0.7^{\circ}$ in Central India and Rajputana respectively.

The mean temperature for the whole of India was highest on the 19th and 20th, when it rose to nearly 1° in excess of the normal, but on all other days it approximated very closely to the normal, and for the whole week was only 0.4° above it.

Rainfall.—The week was practically rainless over the whole of North-Western India. Tenasserim, Assam, North Bengal, and Bihar received moderate to heavy rain, and Chota Nagpur, the remainder of Bengal, the West Coast districts, and the south of the Peninsula light to moderate showers,—in many cases accompanying thunderstorms. The rainfall of the past week was above the average in Tenasserim, North-Eastern India, the Deccan, Khandesh, Berar, Gujarat, Central India (East) and Madras, and in defect elsewhere. No rain whatever fell in the southern, western, and central districts of the Punjab, Sind, and West Rajputana.

Rain has again fallen in districts where the rainfall during the height of the monsoon was in serious defect, and the deficiency in all these districts, with the single exception of Coorg, is less than it was at the commencement of the week. The Surma Valley, which is practically the only district in Northern India where the total monsoon rainfall is in defect, received rain in excess of its normal fall for the week, and the deficiency in that area is now less than 20 per cent. Mysore, Coorg, and South Central Madras still show deficiencies of over 20 per cent., but the Hyderabad Deccan and most of the divisions of Madras have now received rainfall in excess of the normal.

Stations in Tenasserim, North Bengal, and Assam have received the largest amounts of rain during the week. Dinhatta (Kuch Bihar) received 18.39 inches, Cherra (Khasia and Jaintia Hills) 17.93 inches, and Thaton (Tenasserim) 17.90 inches. Other noteworthy amounts are the following: Patna 14.25 inches, Hajipur (Mozufferpore) 12.41 inches, and Niphad (Khandesh) 10.17 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING SEPTEMBER 22ND, 1894.			RAINFALL DATA FROM JUNE 3RD TO SEPTEMBER 22ND, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 3rd to September 22nd.	Excess or de- fect of (seasonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	13'64	4'50	+ 9'14	205'52	143'11	+ 44
	Lower Burma	2'31	3'22	- 0'91	77'88	71'88	+ 8
	Central Burma	2'54	2'50	- 0'05	59'47	57'71	+ 3
	Upper Burma	1'34	?	?	28'76	?	?
	Arakan	1'29	3'21	- 1'92	142'18	146'06	- 3
BENGAL AND ASSAM	Eastern Bengal	3'79	2'58	+ 1'21	67'49	65'92	+ 2
	Assam (Surma)	7'51	4'08	+ 2'83	95'05	117'11	- 19
	Do. (Brahmaputra)	3'84	2'31	+ 1'53	51'63	51'75	0
	Deltaic Bengal	2'36	1'78	+ 0'58	39'14	41'45	- 6
	Central Bengal	3'99	1'87	+ 2'12	42'51	41'69	+ 2
	North Bengal	7'91	3'76	+ 4'15	74'26	77'86	- 5
	Orissa	0'77	2'67	- 1'90	41'31	40'44	+ 2
	Chota Nagpur	1'83	1'55	+ 0'28	48'10	41'50	+ 16
	Bihar (South)	4'77	1'19	+ 3'58	42'52	34'39	+ 24
	Do. (North)	4'49	1'48	+ 3'01	43'13	39'41	+ 9
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East)	1'68	1'37	+ 0'31	43'79	32'52	+ 35
	Do. (Submontane) (a)	2'54	1'70	+ 0'84	43'01	34'50	+ 25
	Oudh (South)	0'87	1'82	- 0'95	40'92	31'02	+ 32
	Do. (North)	1'14	2'06	- 0'92	50'68	33'55	+ 51
	North-Western Provinces (Central).	0'61	1'46	- 0'85	37'54	29'46	+ 27
	North-Western Provinces (West).	0'03	1'15	- 1'12	28'08	24'45	+ 15
	North-Western Provinces (Submontane) (b)	0'84	1'87	- 1'03	51'44	37'33	+ 38
PUNJAB	Punjab (South)	0	0'21	- 0'21	14'69	10'91	+ 35
	Do. (Central)	0	0'77	- 0'77	23'94	18'14	+ 32
	Do. (Submontane)	0'03	0'70	- 0'67	37'70	22'78	+ 65
	Do. (Hill Districts)	0'65	1'18	- 0'53	92'51	55'60	+ 66
	Do. (North-West)	0'01	0'37	- 0'36	21'15	14'50	+ 46
	Do. (West)	0	0'08	- 0'08	6'38	5'45	+ 17
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	1'44	2'28	- 0'84	78'80	89'63	- 12
	Madras (South Central)	1'30	0'82	+ 0'48	14'97	20'06	- 25
	Coorg	0'92	2'94	- 2'02	69'69	102'67	- 32
	Mysore	0'62	0'90	- 0'28	13'06	20'82	- 37
	Konkan	2'02	4'11	- 2'09	103'78	106'68	- 3
	Bombay Deccan	1'25	0'97	+ 0'28	27'76	20'75	+ 34
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	3'74	1'17	+ 2'57	23'30	18'71	+ 25
CENTRAL PROVINCES AND BERAR.	Berar	3'26	1'65	+ 1'61	32'44	29'53	+ 10
	Central Provinces (West)	1'65	1'68	- 0'03	41'70	35'76	+ 17
	Ditto (Central)	1'35	1'56	- 0'21	49'04	46'29	+ 6
	Ditto (East)	1'32	1'48	- 0'16	53'80	42'91	+ 26
BOMBAY (NORTH)	Gujarat	1'70	1'60	+ 0'10	52'24	40'93	+ 28
	Kathiawar	0'30	0'99	- 0'69	33'09	18'95	+ 79
	Sind	0	0'01	- 0'01	8'82	4'29	+ 106
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	1'24	1'19	+ 0'05	34'61	33'24	+ 4
	Rajputana (East), Central India (West).	0'36	0'49	- 0'13	27'71	25'00	+ 11
	Rajputana (West)	0	0'21	- 0'21	13'05	12'66	+ 3
MADRAS	East Coast (North)	1'74	2'09	- 0'35	23'56	23'07	+ 2
	Ditto (ditto) (a)	2'15	1'69	+ 0'46	40'91	45'56	- 10
	Hyderabad (South)	2'36	1'00	+ 1'36	19'23	18'30	+ 5
	Madras (Central)	0'94	1'05	- 0'11	14'66	14'25	+ 3
	East Coast (Central)	1'39	1'06	+ 0'33	12'40	14'21	- 13
	Ditto (South)	2'77	0'76	+ 2'01	16'23	13'61	+ 20
	Madras (South)	0'81	0'33	+ 0'48	5'55	5'80	- 4

SIMLA, 27th September 1894.

W. A. BION,
Actg. Asst. Meteorological Reporter to the
Government of India.

DENZIL IBBETSON,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 22nd September.*—Rainfall general and good in most districts, though rather light in parts of Kurnool, Anantapur, Nellore, Coimbatore, and Tinnevely. Agricultural operations are progressing. The standing crops generally are fair, but more rain is required in parts. The harvest continues with fair outturn. Pasture is generally sufficient, and fodder is available, though dear in places. The condition of cattle is generally good. Prices of dry-grains are generally easier, though still much higher than the normal. The price of paddy is almost stationary, and is still somewhat higher than the average.

Bombay.—*For week ending 26th September.*—Rain fell throughout the Presidency Proper, but was generally moderate. More rain is wanted in Satara, Belgaum, and Dharwar, and in parts of Ahmednagar, Nasik, and Poona. Standing crops have been damaged by rats, crickets, and other insects, in parts of Karachi, Shikarpur, Hyderabad, and the Upper Sind frontier and by excessive rain in parts of Kaira and Broach; and are suffering for want of rain in Satara and parts of Dharwar. Preparations for the late crops are progressing in nine districts, but are retarded in parts of two districts owing to excess or deficiency of moisture. Reaping of early crops continues in seven districts. Fodder is sufficient, except in one taluka of Nasik. Agricultural stock is good. Prices are normal, except in parts of Ahmednagar, Sholapur, and in Bijapur.

Bengal.—*For week ending 22nd September.*—There was general rain over the whole province during the week, and the falls were heavy in North and East Bengal and in Behar. Transplantation of winter rice is almost complete, and prospects are generally favourable. In Orissa there was very little rain during the week, and the spell of fine weather, permitting field work, has considerably improved prospects in the flooded tracts. Floods are reported to have done some damage to the winter rice crop in parts of Burdwan, Murshidabad, and Purneah. Early rice and jute are nearly all reaped: the harvesting of other autumn crops is still going on in some districts. Lands are being ploughed for the cold weather crops, and pulses and oil-seeds are being sown. In Malda the *kalai* pulse (*Dolichos biflorus*) already sown on riparian lands has been damaged by flood. Cattle are generally in good condition, and the fodder supply is sufficient. Prices continue normal, and several districts report a fall in the price of common rice.

North-Western Provinces and Oudh.—*For week ending 26th September.*—With the exception of Ballia and Banda, where the rain has been somewhat heavy, showers have fallen in most other districts. Harvesting of paddy is in progress. The condition of the crops and prospects are good. Preparation of land for the spring sowings continues. Supplies are plentiful. Prices are generally normal.

Punjab.—*For week ending 26th September.*—No rain. Harvesting of the autumn crops has commenced in Umballa. Cotton and sugarcane are being irrigated. Ploughings for and sowing of spring crops going on. Prospects are reported to be good to average, but the crops are withering for want of rain in Shahpur. Crops have been damaged by field rats in parts of Ferozepore and Lahore and by excessive rain in parts of Delhi and Amritsar. Cattle are generally in good condition, and fodder is sufficient throughout the province. Prices are below normal in Shahpur, and continue low elsewhere.

Central Provinces.—*For week ending 27th September.*—The rainfall of the week has practically been confined to the districts of Nagpur and Wardha, where the hitherto favourable prospects will be marred if there is not a break. In Raipur and Damoh rain is needed for the rice; elsewhere the break has been beneficial. In Saugor rice promises well and millets are good on light soils, but *juar* (*Sorghum vulgare*), cotton, and til (*Sessamum*) have suffered in the heavy soils and low-lying lands. Elsewhere prospects are generally favourable, and the harvesting of the early rice will relieve the poorer classes in Chanda, where prices are high. The numbers on relief works in Saugor and Damoh show a slight fall and rise respectively and stand at 7,073 and 4,476. Private gratuitous relief was provided for 1,990 persons in Saugor city. There has been a large increase of imports of grain into Saugor, which amounted to 29,430 maunds; Damoh received only 2,820 maunds or much as usual. Prices of wheat and gram in Damoh are steady at $11\frac{1}{4}$ and $13\frac{3}{4}$ seers respectively, but have risen in Saugor to 14 and 19 seers and in Narsinghpur to 13 and 18 seers respectively; gram is, however, cheaper in Saugor than in neighbouring districts and wheat is not higher.

Burma.—*For week ending 22nd September.*—Rain has fallen in all but two districts, and is sufficient. Transplanting of wet-weather paddy, where not completed, is well advanced. Reaping of the early wet-weather paddy in Kyauksi and the Northern Shan States and of early sesamum in four districts is in progress. Standing crops are thriving, and prospects are generally good. The price of paddy is normal. The fodder and water-supply are sufficient.

Assam.—*For week ending 25th September.*—Weather seasonable. Harvesting of summer, and transplanting of winter paddy are nearly finished. Tea blight is reported from Cachar. Condition of cattle is fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 26th September.*—**MYSORE:** The standing crops are generally in need of more rain. Prospects are good. Prices continue normal.

COORG: Rainfall moderate. Reaping of *ragi* (*Eleusine coracana*) and picking of cardamom are in progress. The coffee and rice crops are in good condition. Fodder and water for cattle are ample. Prices of food-grains are normal.

Berar and Hyderabad.—*For week ending 26th September.*—**BERAR:** Weather warm with seasonable rainfall. Crops are thriving satisfactorily, and prospects appear favourable. Ploughing of fields for the ensuing winter crops continues. Weeding operations are well advanced. Fodder is insufficient in

one taluka. The water-supply is ample. Prices are fluctuating in Wun, but are steady elsewhere.

HYDERABAD: Rainfall during the week was light, but beneficial to the autumn crops. Weeding of spring crops progressing. Prices normal.

Central India.—*For week ending 26th September.*—Moderate rain fell in Bhopal, Western Malwa, Bhopawar, and the Neemuch district, and in parts of Gwalior. The rainfall during the season appears to have been sufficient everywhere, except in Western Malwa. The crops are in fairly good condition, and the outturn will probably be good. Agricultural stock are in good condition, except in parts of Gwalior. Pasturage is good and sufficient, except in two districts of Gwalior. Prices of food-grains are rising and are above normal in Gwalior and Goona, below normal in Neemuch, and normal elsewhere.

Rajputana.—*For week ending 26th September.*—The rainfall was good in Meywar and Kherwara and slight in a few other places. Agricultural operations, standing crops, and cattle are generally satisfactory. Prospects are generally good. Cutting of the crops has commenced in Serohi and Kherwara. Fodder is sufficient. Prices are falling in four States, rising in one, and steady elsewhere.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 25th September.*—Weather fine. Rice crop reapings are in progress. Reaping of maize and other autumn crops has been completed. Ploughings for the spring crops are progressing in some places. Prices continue normal.

JAMMU PROVINCE.—*For week ending 26th September.*—No rain. The autumn harvest is ripe in many places. Cattle are in fair condition. Prices are stationary.

Nepal.—*For week ending 22nd September.*—Slight rain. Rice harvesting in progress. Prospects good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT
DEPARTMENT OF REVENUE

STATE

IMPORTS OF COTTON, WHEAT

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta compared with the corresponding

Articles, and whence exported.	TOTAL OF MONTH.											
	Calcutta.			Bombay Town.			Karachi.			TOTAL.		
	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
COTTON, RAW—												
Madras ...	...	...	...	5,942	23,717	15,507	...	...	...	5,942	23,717	15,507
Bombay ...	...	...	...	81,217	89,231	1,00,349	...	...	...	81,217	89,231	1,00,349
Sind ...	...	...	...	...	...	...	6,108	9,097	27,586	6,108	9,097	27,586
Bengal ...	8,924	7,593	7,284	...	...	...	...	...	...	8,924	7,593	7,284
N.-W. P. & O. ...	9,270	328	7,403	5,430	640	790	...	...	...	14,700	968	...
Punjab ...	...	286	635	206	...	368	397	452	2,318	603	738	...
Cent. Provs. ...	...	1	...	122	3	336	...	...	...	122	4	...
Berar ...	...	...	...	3,705	2,504	1,297	...	...	...	3,705	2,504	1,297
Assam ...	50	1,857	1,797	...	...	...	...	...	...	50	1,857	1,797
Raj. & C. I. ...	...	...	4,108	39,621	4,140	31,410	...	...	...	39,621	4,140	31,410
Nizam's Terry. ...	...	...	...	3,367	4,558	4,604	...	...	...	3,367	4,558	4,604
Mysore ...	...	...	...	...	26	...	...	...	...	...	26	...
TOTAL ...	18,244	10,065	21,217	1,30,610	1,24,888	2,20,721	6,505	9,549	29,904	1,64,359	1,44,502	2,71,161
WHEAT—												
Madras ...	...	...	...	...	...	...	...	...	...	1,16,793	9,072	19,691
Bombay ...	...	...	...	1,16,793	9,072	19,691	...	...	...	...	...	...
Sind ...	...	...	...	...	...	...	2,06,526	5,08,602	3,43,409	2,06,526	5,08,602	3,43,409
Bengal ...	1,47,135	95,565	26,361	...	...	...	...	...	...	1,47,135	95,565	26,361
N.-W. P. & O. ...	1,28,659	1,37,603	1,30,866	10,804	3,107	6,408	...	...	...	1,48,523	1,40,710	1,48,523
Punjab ...	5,303	28,881	40,042	19,011	52,791	92,139	4,26,789	6,97,253	11,59,274	4,51,103	7,78,925	14,00,000
Cent. Provs. ...	2,850	4,237	...	2,33,937	1,89,531	49,917	...	...	...	2,35,893	1,93,768	49,917
Berar ...	...	...	...	19,230	...	5,861	...	...	...	19,230	...	5,861
Assam ...	175	3,149	...	...	...	...	...	...	...	175	3,149	...
Raj. & C. I. ...	1,624	...	...	40,731	29,230	17,005	...	...	...	42,355	29,230	17,005
Nizam's Terry. ...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	2,85,752	2,69,435	2,03,269	4,48,666	2,83,731	1,91,021	6,33,315	12,05,855	15,02,683	13,67,733	17,59,021	18,40,000
LINSEED—												
Madras ...	...	...	...	2,041	3,712	650	...	...	...	2,041	3,712	650
Bombay ...	...	...	...	40,595	14,095	31,330	...	...	...	40,595	14,095	31,330
Sind ...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal ...	2,47,680	5,53,201	4,47,993	...	...	...	...	...	...	2,47,680	5,53,201	4,47,993
N.-W. P. & O. ...	1,00,052	2,70,211	1,93,321	2,257	7,146	4,442	...	...	354	1,02,309	2,83,357	1,00,052
Punjab ...	3,593	2,039	342	...	396	196	...	1,648	3,866	3,593	4,083	1,648
Cent. Provs. ...	2,958	10,001	6,470	19,939	25,986	16,085	...	...	...	22,897	41,987	25,986
Berar ...	...	...	440	29,619	18,442	10,978	...	...	...	29,619	18,442	10,978
Assam ...	4,214	3,159	3,778	...	...	...	...	...	...	4,214	3,159	3,778
Raj. & C. I. ...	303	9,878	9,290	24,818	20,648	42,430	...	...	...	25,121	39,520	51,000
Nizam's Terry. ...	...	...	...	20,068	8,234	22,076	...	...	...	20,068	8,234	22,076
Mysore ...	...	...	...	...	...	385	...	...	...	...	...	385
TOTAL ...	4,18,710	8,60,579	6,61,643	1,39,337	1,07,659	1,34,581	...	1,648	4,220	5,58,047	9,69,896	8,00,000
INDIGO—												
Madras ...	...	...	...	...	9	77	...	...	...	...	4	9
Bombay ...	...	...	...	4	25	20	...	...	...	...	25	20
Sind ...	...	...	...	...	...	...	1,072	81	232	1,072	81	232
Bengal ...	25	1	8	...	...	...	...	...	...	25	1	8
N.-W. P. & O. ...	40	...	...	...	...	3	...	...	...	40	...	...
Punjab ...	9	...	...	...	2	...	196	...	28	205	...	2
Cent. Provs. ...	...	...	...	2	...	100	...	...	...	2	...	...
Berar ...	...	...	...	...	...	...	...	...	...	...	...	...
Assam ...	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. ...	...	...	...	...	...	3	...	...	...	...	...	...
Nizam's Terry. ...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	80	1	8	6	36	203	1,268	81	260	1,354	118	...

NOTE.—The following corrections should be made:
 Opposite North-Western Provinces and Oudh—Column 10, for “nil” read “1,919”; column 13, for “4,15,715” read “4,17,000”.
 Opposite Total column—Column 10, for “14,778” read “16,697”; column 13, for “16,72,713” read “16,74,632”; column 13, for “16,72,713” read “16,74,632”; column 13, for “16,72,713” read “16,74,632”.

DEPARTMENT OF REVENUE AND AGRICULTURE:

Simla, the 21st September, 1894.

INDIA.
D AGRICULTURE.

S.

SEED, AND INDIGO.

Bay Town, and Karachi, during the month of July 1894, and from 1st January to 31st July 1894.
ods of the years 1892 and 1893.

TOTAL FROM JANUARY 1ST, INCLUDING TOTAL OF MONTH.

Calcutta.			Bombay Town.			Karachi.			TOTAL.			Articles, and whence exported.
1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	1892.	1893.	1894.	
14	15	16	17	18	19	20	21	22	23	24	25	26
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
												COTTON, RAW—
...	5,984	1,04,445	50,013	...	...	...	5,984	1,04,445	50,013	Madras.
...	36,85,141	31,64,359	31,69,995	...	...	...	36,85,141	31,64,359	31,69,995	Bombay.
...	2,01,826	1,43,277	3,80,937	2,01,826	1,43,277	3,80,937	Sind.
...	23,068	79,077	55,279	Bengal.
73,068	70,658	55,279	...	19	...	...	...	...	3,57,952	3,22,580	5,09,690	N.-W. P. & O.
6,038	1,27,221	3,55,297	1,61,914	1,95,359	2,44,393	12,213	1,77,145	1,69,939	14,287	2,77,711	2,92,970	Punjab.
237	40,183	54,582	1,837	60,383	68,449	...	...	...	87,616	83,784	1,31,516	Cent. Provs.
13,643	4,529	8,405	73,973	79,255	1,25,111	...	...	...	14,59,881	9,59,945	10,10,636	Berar.
10,134	2,071	4,801	14,49,747	9,57,874	10,11,835	...	...	...	14,578	32,009	25,616	Assam.
14,578	32,009	25,636	...	...	7,72,319	...	...	...	7,22,650	5,74,537	8,21,007	Raj. & C. I.
9,051	11,559	49,748	7,13,590	5,62,978	16,270	...	...	...	18,388	16,270	19,074	Nizam's Terry.
...	18,388	...	19,074	...	...	...	...	632	86	Mysore.
...	632	86	...	...	...	...	...	...
16,749	2,97,249	5,53,920	61,10,583	51,41,574	54,61,275	2,14,039	3,20,422	5,50,876	66,41,371	57,59,245	65,06,141	TOTAL.
												WHEAT—
...	122	...	...	...	...	...	122	Madras.
...	9,55,994	14,25,385	7,21,862	...	...	...	9,55,994	14,25,385	7,21,862	Bombay.
...	11,11,102	13,84,232	14,98,399	11,11,102	13,84,232	14,98,399	Sind.
...	10,09,698	5,68,287	1,81,625	Bengal.
...	65,55,612	21,33,217	13,27,290	N.-W. P. & O.
...	49,89,866	18,95,734	48,81,725	Punjab.
...	43,98,834	41,07,054	11,64,953	Cent. Provs.
...	3,62,167	41,548	32,901	Berar.
...	453	3,089	631	Assam.
...	10,58,766	10,41,613	3,80,042	Raj. & C. I.
...	2	2,286	...	Nizam's Terry.
...	2,133	Mysore.
...	
10,093	26,89,715	16,51,749	1,01,34,990	68,81,207	29,14,765	50,97,411	30,32,423	56,25,169	2,04,42,494	1,26,03,345	1,01,91,683	TOTAL.
												LINSEED—
...	2,041	63,027	98,453	...	...	...	2,041	63,027	98,453	Madras.
...	9,01,516	9,83,556	16,63,899	...	...	...	9,01,516	9,83,556	16,63,899	Bombay.
...	7	...	...	...	...	...	Sind.
...	18,57,432	35,57,230	29,01,027	Bengal.
...	24,04,654	19,59,788	19,55,629	N.-W. P. & O.
...	6,881	4,726	27,892	Punjab.
...	13,32,239	18,76,428	14,99,433	Cent. Provs.
...	10,14,810	8,05,154	12,98,344	Berar.
...	31,486	10,681	27,512	Assam.
...	11,01,706	10,79,722	17,97,161	Raj. & C. I.
...	4,43,295	3,47,078	5,62,767	Nizam's Terry.
...	83	795	Mysore.
...	
6,61,982	55,93,801	50,78,027	44,34,556	50,91,412	67,25,434	67	1,660	27,132	90,96,605	1,06,86,873	1,18,30,593	TOTAL.
												INDIGO—
...	285	740	1,134	...	...	...	285	740	1,134	Madras.
...	415	431	472	...	...	...	415	431	472	Bombay.
...	4,273	5,368	6,013	4,273	5,368	6,013	Sind.
...	7,796	6,255	6,593	Bengal.
...	3,949	692	3,467	N.-W. P. & O.
...	2,546	2,005	2,608	Punjab.
...	6	7	118	Cent. Provs.
...	Berar.
...	Assam.
...	690	572	680	Raj. & C. I.
...	Nizam's Terry.
...	Mysore.
...	
11,718	6,811	10,104	1,438	1,912	2,609	6,805	7,428	8,372	19,961	16,151	21,085	TOTAL.

the June figures for Linseed:—
column 22, for "nil" read "1,019"; and column 25, for "17,55,593" read "17,57,512."
column 22, for "17,55,593" read "17,57,512"; and column 25, for "1,10,28,230" read "1,10,30,169."

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

C

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Railway Statistics.

PROCEEDINGS OF THE JOINT ENQUIRY HELD AT SEALDAH ON THE 11TH JUNE 1894, TOGETHER WITH THE REPORT OF THE GOVERNMENT INSPECTOR REGARDING THE ACCIDENT TO NO. 74, DOWN GOODS TRAIN (EAST INDIAN RAILWAY) OF THE 7TH JUNE 1894 AT SEALDAH AT 23 HOURS ON THE 7TH JUNE 1894.

COMMITTEE.

President :

W. H. CHASE, *District Loco. Supdt., Eastern Bengal State Railway.*

Members :

J. C. MILLS, *Executive Engineer, Eastern Bengal State Railway.*
A. R. JACOBSON, *Dist. Traffic Supdt., Eastern Bengal State Railway.*
G. SAM, *District Traffic Superintendent, East Indian Railway.*
D. NEVILLE, *District Loco. Superintendent, East Indian Railway.*
H. BAMBER, *Asst. Carriage and Wagon Supdt., East Indian Railway.*
H. WRIGHT, *Assistant Engineer, East Indian Railway.*

Present :

MAJOR W. HANBURY WHITE, R.E., *Consulting Engineer for Railways.*
P. D. BARCLAY, *Traffic Superintendent, Eastern Bengal State Railway.*
R. PUGHE, *Assistant Inspector-General, Eastern Bengal State Railway.*
F. V. TAYLOR, *Assistant Manager, Eastern Bengal State Railway.*
A. W. RENDELL, *Loco. Superintendent, East Indian Railway.*

The Committee, accompanied by Major White and Mr. Taylor, visited the site of the accident, inspected B cabin and the signals and points up to the point of the accident, after which they proceeded to record the evidence.

Description of Accident.

Number 74, East Indian Railway Down Goods of the 7th June 1894, consisting of a 6-wheeled coupled engine, running funnel foremost, 38 loaded covered goods wagons, an empty oil-tank and a brake-van in charge of Driver Loomes and Guard Blake left Canal Junction at 22-53 hours and passed B cabin at Sealdah at 23 hours on the 7th instant. The train, according to the rules in force, with the main signal lowered to caution, ought to have come to a stand at B cabin, and then proceeded to Balliaghatta, after the Guard had seen the Balliaghatta distant signal lowered for the train, and given the starting signal to the Driver; instead of which the train did not stop, but passed B cabin at a speed of 20 to 25 miles per hour, which speed precluded the setting of the points for the Balliaghatta Down line without the switchman having first raised the main signal to danger.

The train passed into the Sealdah goods yard over several facing points and entered No. 5 siding, which is about 1,100 feet long, into which it was turned by the pointsman at points No. 17, in order to avert a collision between the train and the pilot engine with some wagons in the goods yard. The train collided with a loaded timber truck which was standing against the temporary dead buffers (consisting of 3 or 4 sleepers lashed on to the line), pushed the truck about 50 yards, and the new earthwork giving way on the outside, the engine was derailed and fell on its side towards the tank, the tender was forced round at right angles, killing the Driver and the Guard (Europeans) and two native firemen, the Guard being at the time of the accident on the engine instead of in the brake-van. An oil-tank next the tender was slewed round, damaged, fell on its side, and its

wheels interlocked with those of the tender. Four loaded iron covered goods wagons were completely wrecked. The timber truck was also damaged; the remainder of the train kept the rails, two iron covered goods wagons being somewhat seriously damaged, and several received minor damages. The engine after the accident was found with its link motion about 50% reversed, the tender brakes hard on, and, as far as could be judged, the steam brakes had been applied. The regulator was wide open. The engine was fitted with a steam-brake, and the tender and the brake-van with hand-brakes.

Evidence.

Statement of Mr. W. B. WRIGHT, Assistant Station Master, Calcutta, aged 57 years.—I have been employed in the Eastern Bengal State Railway as Assistant Station Master, Calcutta, nearly 20 years. I was on duty on the 7th instant from 19-30 hours. I received the warning of 74 Down Goods train at 22-49 hours and the out report from Canal Junction at 22-53 hours. On receipt of the out report I enquired from the Signaller on duty if Balliaghatta was clear, and on the reply being given that it was, I informed the switchman on duty in B cabin at 22-54 hours that 74 Down Goods had left Canal Junction, and to allow the train to go through to Balliaghatta. I heard nothing more till 23 hours, when the switchman in B cabin rang me up, and told me that 74 Down had come in at a fearful speed and run into our goods yard. I then put the double connection on the telephone, and asked the switchman in A cabin what about 74 Down. He replied that the train had come in at a furious speed, and had gone into the tank at the back of the goods shed. I at once lit my lamp, ran to the goods yard, but could see nothing of the train when I arrived there; but on glancing to the right (I was near the Yard Foreman's office) I saw the three lights of the brake-van. I ran down to the brake-van, found the doors closed, called out to the Guard, got no reply. I then walked towards the engine. When nearly up to the engine, where the wagons were derailed and smashed, I met the Assistant Yard Foreman, who said to me that he could find neither Driver, Fireman, nor Guard, and he said they must be all killed. At the time the engine was smothered, and you could see nothing. I at once returned to the station, sent for the Station Master, Calcutta, and explained the accident to him. He went to the site. At the same time the Carriage Examiner on duty called the Carriage Examiner (Mr. Lewis). I then telephoned the Night Assistant Foreman in the locomotive shed, and told him to send the Locomotive Foreman. The Foreman (Mr. Nepos) came down.

(The Committee here did not consider it necessary to record any more of this evidence.)

Question.—Can you say what you meant by allow the train to go through to Balliaghatta?

Answer.—I meant that as soon as the rules had been observed, the line was clear to Balliaghatta for this train.

I cannot say whether any Down train came to a stand at the B cabin.

Statement of Switchman CARDOZO, aged 30 years.—I have been on the Eastern Bengal State Railway for 2 years and 11 months as a switchman; most of the time in B cabin. On the 7th instant I was on duty from 21-30 hours. At 22-54 hours the Assistant Station Master, Calcutta, telephoned me that 74 Down Goods had left Canal Junction, and you can allow him to run to Balliaghatta. So I set points No. 12 for the Sealdah goods yard and lowered the main signal 34 and distant signal No. 35. I was standing near the telephone and saw the train coming in. I went to lever after the train had passed the distant signal, and threw the distant signal up. When the train passed the home signal, I noticed the Driver coming in at a very high speed and with steam on. He did not shut off steam. To make sure, I hailed out to my signalman "*lal dia hai*," and he said "*lal signal hurdum hai*." This signal was shown through the window towards the approaching train. This signal is always shown to goods trains and engines going to Balliaghatta from my cabin. I then ran up to the lock bar lever No. 15, but was unable to pull it over. I then ran to the table, picked up a whistle, and blew it, and also hailed out to my jemadar, about 50 yards south of the cabin, to exhibit a danger signal to the train, and also to give the train a clear road. I got down from the cabin and ran to draw the attention of the Guard, so that he might apply the brake, but I could not see where the Guard was. I then ran up to the cabin, and advised the Assistant Station Master that 74 Down was running into the goods yard. The train had then passed my cabin. The train passed my cabin at between 20—30 miles per hour.

All passenger trains go into the platforms at Calcutta and Eastern Bengal State Railway goods trains run into the goods yards. East Indian Railway goods trains for Balliaghatta come to a stand at my cabin. Some East Indian Railway trains come to a dead stop, and some creep in from the home signal to my cabin. They come in at a speed which gives me time to set the points, &c., for Balliaghatta. I have never had a case in which the speed of the train has prevented my setting the points. I change my red hand signal to green when the points are set for the train to proceed to Balliaghatta.

I saw the jemadar and two pointsmen showing red signals to the train. I saw no green signals exhibited. I did not see the hand signal lamp at danger when I asked the signalman, but I saw it at danger when he turned it towards the train while it passed my cabin. The signalman did not alter the lamp after I spoke to him. The hand lamp in my cabin was showing red while the home signal was showing green. I have never noticed a Guard riding on the engine; they always ride in the brake-van from B cabin and Calcutta, Balliaghatta.

After trains pass my cabin, if the Balliaghatta distant signal is at danger, trains come to a stand; if the signal is lowered, they go on.

No. 12 is the last pair of points to the goods yard with which I have anything to do.

Statement of SHEIKH GOOSEY, signalman, aged 30 years.—I have been 14 years on this railway; 12 years a pointsman, 2 years signalman at B cabin. On the 7th instant I came on duty at 18 hours. When 74 Down left Canal Junction I was ordered to tell the jemadar to exhibit a danger signal to the pilot. This I did; and when the jemadar told me that the 74 Down could come on, the switchman lowered his signal for the train, and ordered me to exhibit a danger signal from the cabin. This I did. As the train passed the distant signal, the switchman threw it up to danger. He did the same to the main signal; but as the train was coming at a high speed, he could not alter the other points, and the train ran into the goods yard. When the train was near the bridge, the switchman asked me if I was exhibiting a danger signal, and I said I had done so from the time he ordered it.

The danger signal exhibited was a hand lamp from the west window of the cabin. The danger signal is always exhibited from this place. The hand lamp was lit at 18 hours, and was burning brightly when the train passed. All goods trains for Balliaghatta come to a stand at the cabin, and when the points are set, the red hand signal lamp is turned to green.

Read, and explained, and acknowledged by him to be correct.

Statement of MR. BOWEN, Night Assistant Foreman, Narculdanga, aged 29 years.—I have been employed on Railways for six years, four years on the East Indian Railway and two years on the Eastern Bengal State Railway. On the Eastern Bengal State Railway I have worked as a Fireman, a Driver, and in my present capacity.

On the 7th instant I came on duty at 18-30 hours. I saw the two signals lowered for the East Indian Railway train, but I was not sure of the train. This was about 23-4 or 23-5. I did not look at the clock at the time. I went across the bar line, a space of about 50 yards to the office, and was in there for about two minutes, and I heard the train coming in by the distant signal. I went outside, and as I got to the door I saw the engine coming round the corner of the shed, with full steam on, at about from 20—25 miles per hour. The Driver kept steam on, passed the main signal. I made the remark to Shunter Cooper and Driver Allers that if the points are set for the goods yard there will be a serious smash.

I have noticed other East Indian Railway goods trains come in; they always run at 5 miles an hour. If the main and distant at Calcutta are at danger, they come to a stand abreast the shed. If the signals are lowered, the trains do not stop, but are waived in by the switchman by a green signal.

I did not notice any danger signal exhibited at the cabin from where I was standing. I could not see the signal if exhibited.

When the engine passed the sheds and cabin, I knew the Driver had steam on from the beats of the engine. I could not see the men on the engine, as it was very dark. It had been raining heavily that night from 18-30 to 20 hours, and water was all over the locomotive yard.

I did not notice anything which would lead me to believe that the engine was reversed; but what I noticed led me to believe it was not reversed.

I did not know the Driver of the engine.

Statement of MR. ALLERS, Driver, aged 42 years.—I have been on this Railway for 12 or 13 years as a Gunner, Fireman, Shunter, and Driver, and for six years as a Driver.

On the 7th instant, at about 23-25 hours, I was in the locomotive shed, and was going by 1 Up, which leaves at 23-57 hours, and I heard a train engine coming in over the speed at which they are allowed to come into the yard. I said to the Night Foreman

that's rather too fast to come into a locomotive* shed. He said yes. I said if he is a stranger he will come to grief. I saw the train for the first time when the brake-van passed the locomotive office. When passing the shed the Driver gave steam; before that he had been running with steam shut off. I knew from the beats of the engine that the Driver gave steam.

* Corrected to station.

I got to the shed at 22-30; it was drizzling then. Some Drivers of East Indian Railway goods trains come to a stand at the cabin and some go on slowly when the signals are down.

I do not think that the Driver had his engine reversed when the train passed the shed. My reason for saying so is that the train would not have gone so far, and the beat of the engine is different when the engine is reversed.

My watch, when I looked at it, showed 23-25, and it was 23-30 when the Locomotive Foreman was rung up and told of the accident. When I got to the station, Calcutta, the Guard told me I was 10 minutes fast.

Statement of MR. DELANGE, Assistant Yard Foreman, aged 33 years.—I have been 17—18 years on Railways as Yard Foreman, Guard, and Office Clerk. I have been four months in Sealdah as Assistant Yard Foreman. On the 7th instant I came on duty at 18 hours. At about 23-15 I was examining the Chitpore load, on the mail godown line, where I heard a commotion, and saw an East Indian Railway train running towards No. 5 line at about 20—25 miles per hour; the engine was puffing immediately after I saw the train; I heard a crash. I went to No. 5 line, and saw the engine derailed and some wagons damaged.

When the train was passing into the goods yard I saw danger signals exhibited to the train and heard shouting. I saw about four or five red lights, and heard men calling out to the train to stop. I heard the engine puffing from the bridge until the train passed out of my sight on No. 5 line. The engine was puffing as it would have done if going to Balliaghatta.

We use No. 5 line to shunt on, not to receive trains upon. But trains start from that line. No. 49 Up Goods train started on the 7th instant from No. 5 line at 22-30 hours. I do not know who ordered the train (74 Down) into No. 5 siding. There were wagons standing on Nos. 1, 2, 3, and 4 lines. No. 5 line was clear up to temporary dead buffer.

Statement of GUNPUT DOBBY, jemadar, aged 40 years.—I have been working on Railways for 10 or 12 years, of which 7 or 8 years as a jemadar. On the 7th instant I came on duty on 18 hours, and worked at the 5 grouped points, a little south, of point No. 12. When 74 Down left Canal Junction the switchman in B cabin told me to show a red light to the goods pilot. I called out to him to say I had done so. I next saw the train (74 Down) coming into the goods yard. I and about 7 pointsmen called out to the Driver to stop, and exhibited danger signals; but the Driver paid no attention, and shortly after the accident occurred.

When pointsmen Sook Deo Tewary, in charge of points No. 17, saw the train approaching the goods yard he reversed his points and set them for No. 5 line, as it was the only unoccupied line. He did this of his own accord.

No. 5 line is used for shunting purposes and to start trains from. I did not see any one on the engine, nor can I say if the engine brakes were applied. The train was running at mail speed. Trains do not stop at the cabin, but they pass it very slowly: so slowly that the Driver and switchman talk to one another. The trains go on to Balliaghatta if the signal is lowered; if it is not lowered they stop. I have never seen a Guard riding on the engine.

Read, and explained, and acknowledged as correct.

Statement of MR. T. COOPER, Locomotive Shunter.—I have been a Locomotive Shunter at Sealdah for four years. I was on duty at the locomotive shed on the night of the 7th June 1894, when 74 Down came in. She passed the locomotive shed at about 23-10 at the rate of from 20 to 25 miles an hour with steam on.

The Night Assistant Foreman, Mr. W. H. Bowen, was present with me at the time. I said to him—"20 Down is coming at a terrible rate; who is with 20 Down to-night?" He remarked to me that 20 Down was not running, but he had a telegram of an East Indian Railway train leaving Naihati. He said—"The man must be mad to come in and have his steam on. If the man is turned into the goods yard he will come to grief."

Read over to Shunter Cooper, and acknowledged by him to be correct.

Statement of BABU K. N. BANERJI, Assistant Station Master, Naihati, aged 30 years.—I have been nine years on this Railway and seven years as an Assistant Station Master. On the 7th instant I came on duty at 14 hours. I was on duty when 74 Down Goods train arrived and left my station, arrived 21-7 and left 21-53 hours. The train had one wagon for Budge-Budge, which had to be detached at Naihati. About 5 minutes after arrival of the train I saw the Guard in my office, and at the same time the Driver of the train was talking near my office with Guard Kelly of 153 Up. The Guard said they had nothing all day, and they wanted a bottle of soda water and were going to the hotel. The Guard and Driver then went to the hotel; they were then sober. About half an hour after they went to the hotel I saw them again in my office; they were both sober. I did not notice if they had anything with them. The Fireman conducted the shunting.

When the through report was copied, I gave it to the Guard, and said he might start the train. The Guard and the Driver went towards the brake-van of 74 Down, and the train started about 7 or 8 minutes after, and I booked the train out.

I do not know if any one at the station saw the Guard ride on the engine. I have never seen any East Indian Railway Guards ride on the engine from my station.

Statement of MR. NEVILLE, District Locomotive Superintendent, East Indian Railway.—Driver Loomes joined the East Indian Railway as a Fireman in 1889; was promoted as a Driver about June last year.

His certificate to the effect that he had learnt the road from Naihati to Balliaghata is dated 15th June 1893. (Mr. Neville could not say how many times he had worked on this line; but the last time he ran on the Eastern Bengal State Railway was on the 2nd instant with 152 Down Goods train to Chitpore.)

He was considered a careful man, and I can safely say he was not mixed up in any accidents.

Three trips constitute learning the road up and down, i.e., six consecutive days; he would probably make one trip to Chitpore and two to Balliaghata.

Statement of pointsman SOOKDEO TEWARY, aged 27 years.—I have been working on this Railway for 1½ years as a pointsman. On the 7th instant I came on duty at 18 hours at points No. 17. When 74 Down train was coming into the station, I observed it running at a high speed, and coming into the goods yard instead of going to Balliaghata. Having 2 engines and 35 wagons on the goods yard māl godown line, and my points set for that line, I reversed the points to save a collision, and the train was put on to No. 5 line, which was clear.

I did this of my own accord. We all shouted out and showed danger signals. I did not see the Driver; the train passed at mail speed.

Read, and explained, and acknowledged to be correct.

Pointsmen Brij Lall Missir, Outen Sing, Brindork, Luchmon, Ramdhoney, and Romjan were examined, and corroborated the evidence of one another and of the jemadar as regards to train running at a high speed and against signals exhibited by them.

Statement of MR. ROBINSON, Traffic Inspector, aged 48 years.—I have been on this Railway 24 years, of which 13 years as a Traffic Inspector.

74 Down of 7th instant arrived at Naihati at 21-7, left 21-53.
Passed Kankinara at 21-59; allowed 6 minutes.

" Shamnagar	" 22-9	" 12	"
" Ichhapur	" 22-14	" 7	"
" Barrackpore	" 22-22	" 11	"
" Tittaghur	" 22-28	" 5	"
" Khardaha	" 22-30	" 5	"
" Sodepore	" 22-34	" 6	"
" Belghuriah	" 22-41	" 10	"
" Dum-Dum Junc.	" 22-50	" 10	"
" Canal Junc.	" 22-53	" 7	"

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The train was 46 minutes at Naihati, or 21 minutes over the time allowed, and one wagon for Budge-Budge was detached there.

Finding.

We find that the accident was due to the Driver disregarding the rules relating to trains running from Canal Junction to Balliaghata in the first instance, in that he passed B cabin instead of coming to a stand at the cabin.

Secondly, the Driver entered the station at an excessive speed, disregarded several danger signals exhibited by pointsmen at the facing points leading to the several sidings in the yard.

The Guard for some unaccountable reason was on the engine instead of in the brake-van, and therefore could render no assistance with his brake.

We further find that the rules requiring trains to come to a dead stand at the B cabin have not been strictly adhered to, and with a view to ensure the observance of the rules in future, we consider it necessary for all East Indian Railway Down Goods trains running to Balliaghatta to come to a stand within the protection of the Calcutta distant signal, the home signal being kept at danger and for the train to be piloted from there on to the Balliaghatta Down line by a Pilot Guard.

G. SAM, *District Superintendent, East Indian Railway.*

D. NEVILLE, *District Loco. Superintendent, East Indian Railway.*

H. WRIGHT, *Assistant Engineer, East Indian Railway.*

H. K. BAMBER, *Asst. Carriage and W. Supdt., East Indian Railway.*

A. R. JACOBSON, *Dist. Traffic Supdt., Eastern Bengal State Railway.*

W. H. CHASE, *Dist. Loco. Supdt., Eastern Bengal State Railway.*

J. C. MILLS, *Executive Engineer, Eastern Bengal State Railway.*

CONCLUSION BY GOVERNMENT INSPECTOR.

I agree with the finding of the Committee of Inquiry that the accident was due to the train entering the station at an excessive speed, running past a danger signal exhibited at B cabin and other danger signals exhibited at the several facing points of the goods yard; and that therefore both the Driver and Guard of the train must be considered to have caused the accident.

The excessive speed of the train prevented the switchman in cabin B from setting points No. 12 for the Balliaghatta down line: and the train therefore ran into the Sealdah goods yard.

I do not concur, except as a temporary measure, in their recommendation that in future the distant and main signals shall be kept "on" against East Indian Railway Down Goods trains, and that these trains shall be conducted by a pilot guard from the main signal past B cabin.

I consider that both the present and proposed arrangements for the protection of the Sealdah station might be improved. Three descriptions of trains run from Naihati and upwards into Calcutta past the B cabin: (1) passenger trains which are received in the Sealdah passenger terminus; (2) goods trains which are received in the Sealdah goods yard; and (3) trains for Dock Junction.

There are three semaphore arms on the main signal some 50 yards outside B cabin: the first of these arms controls the passenger trains; the second controls both the trains to be received in the goods yard and the trains for Dock Junction; the third arm, which was originally intended to control trains for Dock Junction, is used for other purposes.

The control by the second arm of trains of two destinations necessitates the adoption of subsidiary arrangements which are (1) the exhibition at B cabin of a red hand-lamp to stop trains for Dock Junction at that place, and (2) rules that trains for Dock Junction are to stop opposite B cabin.

These arrangements appear to me unsatisfactory at a large station like Sealdah, where the traffic is very considerable, and at which great expense has been incurred in the provision of interlocking apparatus.

The result is that an East Indian Railway Down train for Dock Junction finds both distant and main signal lowered for its admission into the Sealdah station, although the points are not set for the line on which it has to run: and the Driver is only made aware that his road is not all right by the exhibition of a small red hand-lamp. Of course it may be said that the driver is acquainted

with the rules for stopping at B cabin, and that he should not pass this red light : but I think that the simultaneous exhibition of green lights on the main and distant signals and of a red hand-lamp at cabin B is not sound.

The necessity for stopping trains for Dock Junction arises from the fact that points No. 12, which divert a train into the goods yard at Sealdah or on to the Balliaghatta down line, as the case may be, are interlocked with the signals in such a way that, when the signals are lowered, the points are locked for the goods yard. The signals have to be lowered for the train ; the train has to stop or to come in very slowly : the signals have then to be replaced at "Danger," and then only can the points be reversed so as to admit the train on to the Balliaghatta down line.

The present time table provides for five East Indian Railway Down Goods trains, and for six troop trains when ordered, passing on to the Balliaghatta down line during the 24 hours : and in addition to these there are several passenger and goods trains running between Sealdah and Dock Junction which have to pass over these points, this being done under the protection of the signals. Eastern Bengal State Railway goods trains, Up and Down, also have to pass over these points. The traffic over these points is, therefore, very large, and I should think that it would be advisable, both for the sake of convenience in working, as well as for the safety of trains, to arrange that trains for Balliaghatta shall not pass over these points, but shall be diverted on to the Balliaghatta down line before reaching them.

I would recommend that the original scheme of interlocking should be reverted to, which provided a third arm on the main signal, interlocked for the Balliaghatta line, or that some other arrangement should be carried out, which should ensure trains from Canal Junction for Dock Junction being admitted by their own separate signals interlocked with their own line. There would then be little danger of a train for Balliaghatta being allowed to enter the Sealdah goods yard.

There are one or two other points to which I would invite the attention of the administration of the Eastern Bengal State Railway. The orders with regard to East Indian Railway Down trains stopping opposite B cabin might advantageously be made more definite : there is no rule absolutely laying down that these trains are to stop at that place, although stoppage is a necessary inference from the rules. The rules prescribe that no train shall start from B cabin until the guard shall have satisfied himself that the Balliaghatta distant signal has been lowered. This signal is not visible to the Guard until he has passed B cabin, and he consequently has to walk at least the length of his train before he can see it. It came out during the course of the inquiry that it has not been customary for these trains to come to a dead stop at B cabin, but to come in sufficiently slowly to enable the switchman to set the points, and I think that this practice was partly due to this difficulty about seeing the signal.

I should add that from a point near the points No. 12 there is a down grade of 44 per cent. towards Balliaghatta, but I do not think that this in itself constitutes a reason for the stoppage of the train.

Another point is that no notice was given to the switchman in B cabin of the running of the train until a few minutes before its arrival. The train in this instance was running some 2½ hours before its booked time. It would appear desirable that the switchman should be advised of the running of all trains at the earliest possible moment.

Another point is that B cabin has no direct communication with the stations on either side of it : notices of arrival or departure of trains can only be communicated to B cabin through the Station Master of Sealdah, who can converse with the switchman there by telephone. This is a source of delay in any case, if not of danger.

It is greatly to be regretted, for railway as well as for other reasons, that all the men on the train were killed and that no evidence is, therefore, possible on their behalf. They were men of good character and knew the road; they appear to have been sober at the time; the only evidence against them is the fact that the Guard was on the engine where he should not have been, and the fact that the train was brought in at an excessive speed. These two facts, in the absence of other evidence, must be held sufficient to attach the whole responsibility for the accident upon Driver Loomes and Guard Blake.

CALCUTTA;
The 15th June 1894. }

W. HANBURY WHITE, Major, R.E.,
Government Inspector.

(True copy.)

SIMLA;
The 25th September 1894. }

F. B. HEBBERT,
Under-Secy. to the Govt. of India,
Public Works Department.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 16TH SEPTEMBER 1893, AND FROM 1ST JULY TO 15TH SEPTEMBER 1894.

N.B.—As regards the figures in column Total Earnings from 1st July 1894, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1893.	WEEK ENDING 16TH SEPTEMBER 1893.				WEEK ENDING 15TH SEPTEMBER 1894.				Earnings from 1st July to 16th September 1893.	Earnings from 1st July to 15th September 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Rs. per mile per week.		Total.	Rs. per mile per week.						
State lines worked by companies.													
Standard gauge—													
East Indian	554	1,614	7,50,152	450	1,683	9,09,786	541	88,24,468	91,90,318	3,65,850	...	...
Bengal-Nagpur	107	863	62,472	72	862	70,100	88	8,53,384	7,37,578	...	...	1,15,806
Indian Midland (a)	112	752	71,224	95	752	70,384	94	7,37,532	8,90,199	1,52,667	...	...
Barwada extension	100	21	2,094	100	21	2,383	113	21,800	29,408	7,608	...	...
Metre gauge—													
Rajputana-Malwa (b)	216	1,699	3,21,408	189	1,719	3,28,810	191	33,51,136	38,08,525	4,57,389	...	...
Palampur-Deesa	49	...	...	...	17	700	41	...	5,973	5,073	...	...
South Indian	142	1,043	1,41,821	136	1,042	1,63,146	157	16,87,848	17,02,484	14,630	...	...
Mayavaram-Mutpet	...	...	...	...	54	4,002	74	...	42,772	42,772	...	...
Southern Mahratta (c)	90	1,156	96,916	84	1,105	98,431	84	11,01,181	11,80,113	78,932	...	...
Bengal and North-Western (d)	108	756	67,078	89	756	71,110	94	7,80,189	9,44,831	1,64,642	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	59	199	10,090	51	200	35,027	175	1,11,083	1,78,451	67,368	...	...
TOTAL	221	8,123	15,23,255	188	8,271	17,59,939	213	1,74,68,621	1,87,10,653	12,42,031	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state, e)	222	2,509	5,22,224	208	2,511	5,36,943	214	54,52,144	57,79,554	3,27,410	...	...
Oudh and Rohilkhand (state)	206	692	1,33,550	193	797	1,45,012	183	14,51,180	18,50,611	4,99,431	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	345	778	2,74,323	353	813	3,26,830	402	25,04,043	27,26,466	2,22,423	...	...
Bengal Central (f)	121	125	12,490	100	125	15,670	125	1,56,200	1,02,430	6,230	...	...
East Coast (state)	71	266	(g) 14,050	55	321	19,463	61	(g) 90,586	2,44,316	1,53,730	...	...
Metre gauge—													
Burma (state)	133	730	90,696	124	730	83,971	115	10,16,961	10,71,746	54,785	...	...
Special gauges—													
Jorhat (state provincial)	57	25	1,745	70	25	972	39	18,234	19,493	1,259	...	...
Cherra-Companyganj (state provincial)	52	8	381	48	8	423	51	3,895	4,679	784	...	...
TOTAL	216	5,133	10,50,59	205	5,330	11,29,884	212	1,06,93,243	1,18,65,295	11,72,052	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h)	392	1,490	4,10,574	276	1,490	3,81,760	256	47,36,248	42,96,934	...	...	4,39,314
Bombay, Baroda and Central India	405	461	1,74,659	379	401	1,83,000	307	20,11,159	20,67,023	55,864	...	...
Madras	239	840	2,10,032	250	840	1,87,835	224	22,40,950	21,34,449	...	...	1,06,501
TOTAL	393	2,791	7,95,265	285	2,791	7,52,604	270	89,88,357	84,98,406	...	...	4,99,994
TOTAL (GUARANTEED AND STATE)	244	16,047	33,68,579	210	16,392	36,42,427	222	3,71,50,221	3,90,74,353	10,24,132	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	145	161	20,814	129	161	21,391	133	2,32,542	2,32,369	...	...	17
Tarkessur	213	22	3,237	147	22	4,507	205	4,858	51,658	2,800	...	...
Metre gauge—													
Rohilkund and Kumaon (Company's section)	123	67	6,217	93	67	6,507	97	74,509	71,797	...	...	2,712
Bengal Doars	97	27	2,371	88	36	3,430	95	22,886	48,388	25,502	...	...
Dibru-Sadiya	127	78	11,407	146	78	8,929	114	1,12,955	1,16,579	3,924	...	...
Special gauge—													
Darjeeling-Himalayan	241	51	12,022	236	51	10,471	205	1,23,752	1,21,902	...	...	1,850
TOTAL	150	406	56,068	138	415	55,235	133	6,15,202	6,42,693	27,401	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	145	333	30,238	91	333	48,280	145	4,60,956	5,89,317	1,28,361	...	...
The Gaekwar's Peulad	82	13	911	70	13	1,310	101	11,219	11,441	222	...	...
Rajpura-Bhatinda	119	108	10,046	99	108	17,203	159	1,44,019	2,29,300	85,281	...	...
Kolar-Goldfields	...	...	...	...	10	3,566	357	...	31,758	31,758	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (i)	96	331	32,232	97	362	33,240	92	3,33,249	3,41,035	7,786	...	...
The Gaekwar's Mehsana	59	93	3,300	35	93	4,050	50	40,365	40,320	5,964	...	...
Kolhapur	73	29	2,053	91	29	2,051	91	22,718	21,268	...	...	...
Special gauges—													
The Gaekwar's Dabhoi	53	72	3,177	44	72	3,120	43	35,847	27,579	...	...	8,268
Cooch Behar	17	...	...	...	22	610	28	...	7,113	7,113	...	...
TOTAL	107	979	83,157	85	1,042	1,14,630	110	10,48,373	13,05,640	2,57,267	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar	90	334	22,535	67	334	23,359	70	2,74,431	2,27,862	...	...	46,569
Jetalsar-Rajkot	61	46	2,638	57	46	2,830	62	26,999	26,984	...	...	15
Jodhpur-Bikaner	46	364	11,893	33	364	13,000	37	1,58,020	1,89,490	30,864	...	...
Special gauge—													
Morvi	62	94	5,534	59	54	4,939	53	57,259	50,038	...	...	7,221
TOTAL	66	838	42,600	51	838	44,778	53	5,17,315	4,94,374	...	...	22,941
GRAND TOTAL	226	18,270	35,30,404	194	18,687	38,57,070	206	3,93,31,111	4,25,17,060	21,85,949	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways this line is the property of the Bengal Central Railway Company.

(g) Includes the earnings of the Barwada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamgaon, and Amraoti railways.

(i) Includes the Mysore-Nanjangud and the Yewantpur-Mysore frontier sections.

F. B. HEBBERT,
Under Secretary.

SIMLA, the 27th September, 1894.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXIV of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 16TH SEPTEMBER 1893.				WEEK ENDING 15TH SEPTEMBER 1894.				Earnings from 1st April to 16th September 1893.	Earnings from 1st April to 15th September 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	602	1,634	7,50,152	459	1,683	9,09,786	541	2,19,94,705	2,20,33,485	9,38,780	...	...
Bengal-Nagpur	149	863	62,472	72	862	76,160	88	27,97,875	26,18,009	...	1,79,866	...	
Indian Midland (c)	132	752	71,224	95	752	70,384	94	21,43,374	25,00,373	3,56,999	...	...
Bezwada extension	95	21	2,094	100	21	2,383	113	46,429	63,422	16,993	...	...
Metre gauge—													
Rajputana-Malwa (b)	261	1,699	3,21,408	189	1,719	3,28,810	191	99,79,996	1,13,15,195	12,35,199	...	...
Palampur-Deesa	41	...	...	...	17	700	41	...	16,615	16,615	...	...
South Indian	144	1,043	1,41,821	136	1,042	1,63,146	157	39,24,368	37,94,477	...	1,29,891	...	
Máyavaram-Mutpet	...	...	...	...	54	4,002	74	...	90,692	90,692	...	...
Southern Mahratta (d)	100	1,156	96,916	84	1,165	98,431	84	28,61,269	31,15,599	2,54,330	...	...
Bengal and North-Western (e)	132	756	67,078	89	756	71,110	94	24,03,645	26,81,101	2,77,456	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	199	10,030	51	200	35,027	175	3,23,047	4,28,151	1,05,104	...	...
TOTAL	250	8,123	15,23,255	188	8,271	17,59,939	213	4,64,74,708	4,94,57,319	29,82,611	...	...
State lines worked by the State.													
Standard gauge—													
North Western (state) (f)	232	2,509	5,22,224	208	2,511	5,16,943	214	1,20,56,319	1,41,33,160	11,76,841	...	...
Oudh and Rohilkhand (state)	242	692	1,33,550	193	797	1,45,612	183	39,88,894	48,12,651	8,23,757	...	...
Eastern Bengal (state) (including metro and 2' 6" gauges)	309	778	2,74,323	353	813	3,26,830	402	49,45,657	54,78,936	5,33,279	...	...
Bengal Central (g)	120	125	12,490	100	125	15,670	125	3,44,073	3,70,584	26,511	...	...
East Coast (state)	71	265	14,650	55	321	19,463	61	1,57,962	6,58,543	5,00,581	...	...
Metre gauge—													
Burma (state)	171	730	90,696	124	730	83,971	115	27,23,924	26,37,893	...	86,031	...	
Special gauges—													
Jorhat (state provincial)	49	25	1,745	70	25	972	39	36,571	36,114	...	457	...	
Cherra-Companyganj (state provincial)	54	8	381	48	8	423	53	9,515	11,217	1,702	...	...
TOTAL	226	5,133	10,50,039	205	5,330	11,29,884	212	2,51,62,915	2,81,30,098	29,66,183	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (i)	510	1,499	4,10,574	276	1,400	3,81,769	256	1,14,993	1,51,21,202	...	16,70,491	...	
Bombay, Baroda and Central India	638	401	1,74,059	379	401	1,83,000	307	71,14,679	74,11,138	2,96,459	...	...
Madras	238	840	2,10,032	250	840	1,87,835	224	48,79,111	47,79,757	...	99,654	...	
TOTAL	440	2,791	7,95,265	285	2,791	7,52,604	270	2,87,85,783	2,73,12,097	...	14,73,686	...	
TOTAL (GUARANTEED AND STATE)	277	16,047	13,68,579	210	16,392	16,42,427	222	10,04,23,406	10,49,08,514	44,85,108	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	148	161	20,814	129	161	21,301	133	5,40,040	6,21,834	81,794	...	...
Tarkessur	253	22	3,237	147	22	4,507	205	1,30,824	1,44,525	13,701	...	...
Metre gauge—													
Rohilkund and Kumaon (Company's section)	137	67	6,217	93	67	6,507	97	2,11,873	2,06,984	...	4,889	...	
Bengal Doonars	77	27	2,371	88	30	3,430	95	42,617	86,295	43,678	...	...
Dibrugarh-Sadiya	130	78	11,407	140	78	3,929	114	2,44,496	2,46,846	2,350	...	...
Special gauge—													
Darjeeling-Himalayan	238	51	12,022	216	51	10,471	205	3,04,014	2,96,963	...	7,051	...	
TOTAL	153	406	56,068	138	415	55,235	133	14,73,864	16,03,447	1,29,583	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	158	333	30,238	91	333	48,280	145	12,05,765	14,66,518	2,60,753	...	...
The Gaekwar's Petlad	92	13	911	70	13	1,310	101	28,854	33,762	4,908	...	...
Rajputana-Bhatinda	129	108	10,646	99	108	17,203	159	3,33,918	5,15,603	1,81,685	...	...
Kolar-Goldfields	...	...	...	...	10	3,566	357	...	44,977	44,977	...	...
Metre gauge—													
Southern Mahratta (Mysore section) (h)	95	331	32,232	97	362	33,240	92	7,88,381	7,77,783	...	10,598	...	
The Gaekwar's Mehsana	75	93	3,100	35	93	4,650	50	1,39,680	1,60,847	21,167	...	...
Kolhapur	77	29	2,953	91	29	2,651	91	53,859	60,966	7,107	...	...
Special gauges—													
The Gaekwar's Dabhoi	67	72	3,177	44	72	3,120	43	1,16,644	1,06,187	...	10,457	...	
Cooch Behar	20	...	...	...	22	610	28	...	17,914	17,914	...	...
TOTAL	114	979	83,157	85	1,042	1,14,630	110	26,67,101	31,84,557	5,17,456	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Portbandar	118	334	22,535	67	334	23,359	70	9,81,112	8,10,091	...	1,71,021	...	
Jetalsar-Rajkot	60	40	2,638	57	46	2,830	62	56,284	70,221	13,937	...	...
Jodhpur-Bikaner	54	364	11,893	33	364	13,600	37	3,85,182	5,47,316	1,62,134	...	...
Special gauge—													
Morvi	67	94	5,534	59	94	4,980	53	1,47,698	1,47,779	81	...	...
TOTAL	81	838	42,600	51	838	44,778	53	15,70,276	15,75,107	5,131	...	...
GRAND TOTAL	256	18,270	35,50,404	194	18,687	38,57,070	206	10,61,34,647	11,12,71,925	51,37,278	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 15th September 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the earnings of the Bezwada-Godavari section.

(i) Includes the Wardha Coal, Dhond-Manmad, Khangaon, and Amrati railways.

(j) Total earnings from 1st June to 15th September 1894.

(k) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

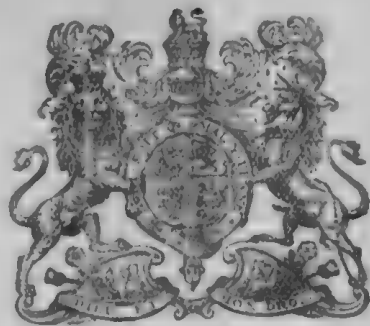
(l) Total earnings from 12th April to 16th September 1893.

F. B. HEBBERT,

Under Secretary.

11A, the 27th September 1894.

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SUPPLEMENT TO
The Gazette of India.

No. 40.} CALCUTTA, SATURDAY, OCTOBER 6, 1894.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2ND HALF OF AUGUST 1894.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (<i>Sorghum vulgare</i>).		BAJRA OR CUMBU (<i>Pennisetum typhoides</i>).		MARUA OR RAGI (<i>Eleusine coracana</i>).		KANGNI OR KAKRI, ITALIAN MILLET (<i>Seteria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer arvense</i>).		MAIZE (<i>Zea Mays</i>).		ARHAR, OR THUR, CADJAN PEA (<i>Caenas indicus</i>).		PINEWOOD.		SALT.	
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Burma—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
<i>Trasseri</i> —																										
Mergui . . . . .	...	...	...	...	11 8	11 8	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	12 0	12 0
Tavoy . . . . .	...	...	...	...	12 6	12 6	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	17 14	17 14
Moulmein and Amherst	7 0	7 0	...	...	11 3	11 3	13 7	13 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140 0	140 0	14 0	14 0
Pegu (deltic)—																										
Pegu . . . . .	...	...	...	...	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	143 0	143 0	14 3	14 3
Rangoon	13 0	13 0	...	...	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	133 0	133 0	15 0	15 0
Thongwa . . . . .	...	...	...	...	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Patheingyi . . . . .	...	...	...	...	12 7	12 7	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin . . . . .	...	...	...	...	10 10	10 10	11 5	11 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	300 0	300 0	14 3	14 3
Tharavaddy . . . . .	...	...	...	...	11 6	11 6	14 13	14 13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	450 0	450 0	14 3	14 3
Henzada . . . . .	...	...	...	...	12 7	12 7	12 7	12 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	188 8	188 8	16 3	16 3
Prome . . . . .	...	...	...	...	9 15	9 15	12 1	12 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	193 3	193 3	14 3	14 3
Toungoo	10 6	10 6	...	...	13 3	13 3	14 14	14 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	10 11	10 11	...	...	11 3	11 3	13 2	13 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	196 0	196 0	11 9	11 9
Upper Burma—																										
Mandalay	13 2	13 2	...	...	12 10	12 10	13 3	13 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	83 0	83 0	14 6	14 6
Bhamo . . . . .	...	...	...	...	7 11	7 11	9 11	9 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	200 0	9 10	9 10
Pakokka . . . . .	...	...	...	...	9 2	9 2	11 9	11 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	113 0	113 0	12 10	12 10
Nektila . . . . .	...	...	...	...	10 12	10 12	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	361 13	361 13	10 12	10 12
Arahan—																										
Sandoway . . . . .	...	...	...	...	14 9	14 9	16 9	16 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	22 6	22 6
Kyaukse . . . . .	...	...	...	...	15 5	15 5	16 7	16 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	340 0	340 0	22 8	22 8
Alyse . . . . .	...	...	...	...	11 4	11 4	13 8	13 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	170 0	170 0	13 2	13 2
Assam—																										
Sylhet . . . . .	...	...	...	...	8 6	8 6	11 6	11 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cachar . . . . .	...	...	...	...	7 7	7 7	9 4	9 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kharai and Jaintia Hills . . . . .	...	...	...	...	4 4	4 4	5 14	5 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Garoh Hills . . . . .	...	...	...	...	6 0	6 0	11 0	11 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bachmapha—																										
Goalpara	16 0	16 0	...	...	6 4	6 4	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140 0	140 0	10 8	10 8
Kamrup	10 0	10 0	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	9 0	9 0	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	9 0	9 0
Nowgong . . . . .	...	...	...	...	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	9 0	9 0

[illegible]

(a) Not stated.

Not sold.

↑ Not procurable.

• Kalai.

RETAIL PRICES FOR THE 2ND HALF OF AUGUST 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

	WHEAT.		BARLEY.		RICE, BEST SEED.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhoides).		MARUA OR BAGI (Eleusine indica).		KANGNI OR KAKUM, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, RADALAY OR SUNAGA (Cicer arvensis).		MAIZE (Zea Mays).		ARHAR, OR TUR, CADIAN PEA (Cajanus indicus).		PISUM.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—continued.																										
Rikar, on th—																										
Monghyr.	12 8	14 10	17 0	16 12	9 8	9 14	11 0	11 14	...	...	...	...	...	...	...	...	17 0	17 4	18 0	16 12	18 0	18 13	120 0	126 0	11 0	11 0
Cays.	14 8	14 4	18 4	20 0	8 12	9 0	12 8	12 0	15 4	...	...	...	21 4	...	14 8	14 4	19 0	18 0	...	...	20 0	18 4	160 0	168 0	10 8	10 8
Poona.	16 0	16 0	20 0	...	10 0	10 0	14 8	14 12	...	...	...	...	...	...	20 0	16 0	21 0	21 0	18 0	...	22 0	22 0	130 0	130 0	11 0	11 0
Shahabad.	17 0	17 0	...	...	8 0	8 0	12 12	13 0	...	...	...	...	...	...	...	...	16 0	16 0	16 0	...	18 0	17 0	100 0	100 0	10 8	10 8
Rikar, north—																										
Purnea.	14 0	14 0	18 15	18 15	11 0	10 0	15 0	15 0	...	...	...	...	...	...	...	...	15 0	16 0	...	...	15 0	14 0	320 0	320 0	11 0	10 0
Rohalganj.	15 2	15 2	16 12	16 12	9 8	9 0	12 8	12 8	...	...	...	...	20 12	...	...	...	16 8	16 8	16 8	...	17 8	17 8	160 0	160 0	10 0	10 0
Derbhanga.	13 8	13 8	16 8	16 8	7 8	7 8	11 8	11 0	...	...	...	...	18 8	...	...	...	17 8	17 8	16 0	...	18 8	19 0	160 0	160 0	10 0	10 0
Muzaffargarh.	13 8	14 0	18 0	17 0	9 0	9 0	11 0	11 0	...	...	...	...	...	...	...	...	17 0	17 0	15 0	...	18 0	19 0	160 0	160 0	10 0	10 0
Saran.	14 8	14 0	18 8	17 0	9 0	8 8	11 0	13 0	...	...	...	...	24 0	...	...	...	17 0	17 8	18 0	...	19 0	19 0	180 0	180 0	10 4	10 4
Champan.	14 0	14 0	19 0	19 0	8 8	8 8	11 0	13 0	...	...	...	...	...	...	...	...	...	...	17 8	18 0	19 0	19 0	180 0	180 0	10 4	10 4
P. W. Provinces—																										
Patna—																										
Mirzapur.	14 0	14 0	19 0	19 0	7 0	7 0	13 0	13 0	17 0	17 0	16 0	16 0	18 0	...	12 0	12 0	18 0	18 0	16 0	...	20 0	20 0	70 0	70 0	9 0	9 0
Benares.	16 4	13 13	19 15	19 15	8 15	8 15	10 0	10 0	19 0	19 0	17 13	17 9	...	...	14 6	14 6	19 15	19 15	18 0	...	21 6	21 6	110 0	110 0	9 4	9 4
Chazipur.	14 4	14 0	19 0	18 8	7 12	7 12	11 12	11 0	...	...	16 0	16 0	...	...	14 0	14 0	22 8	22 8	18 0	...	23 0	23 0	170 0	170 0	9 12	9 12
Jaunpur.	16 0	15 8	20 0	20 0	7 0	7 0	11 0	11 0	...	...	...	...	...	...	...	...	22 8	22 8	...	...	23 0	23 0	160 0	160 0	10 0	10 0
Allahabad.	14 8	14 8	20 0	20 0	9 0	9 0	12 0	12 0	21 0	21 0	19 8	19 4	...	...	20 0	20 0	21 4	21 4	...	...	21 8	21 6	112 0	112 0	10 0	10 0
Central—																										
Banda.	15 0	14 8	23 0	23 0	8 0	8 0	12 0	12 0	24 0	24 0	...	...	...	...	...	...	24 0	23 0	...	...	28 0	28 0	180 0	180 0	9 12	9 12
Fatehpur.	15 8	14 8	21 8	21 8	7 0	7 0	11 0	11 0	23 0	23 0	23 0	22 0	...	...	...	...	23 0	22 8	...	...	27 0	27 0	160 0	160 0	10 0	10 0
Hamirpur.	16 8	16 8	22 0	22 0	8 0	8 0	11 0	11 0	23 0	23 0	23 0	22 0	...	...	16 0	16 0	24 0	24 0	18 0	...	32 0	32 0	200 0	200 0	10 4	10 4
Jaunpur.	15 8	15 0	22 0	22 0	7 0	7 0	10 0	10 0	23 0	23 0	22 0	20 0	...	...	22 0	22 0	24 0	24 0	...	...	35 0	35 0	220 0	220 0	10 8	10 8
Cannore.	18 8	17 8	23 0	23 0	5 0	5 0	12 0	12 0	28 8	28 8	25 8	23 8	...	...	12 0	12 0	25 7	24 4	...	...	38 0	38 0	120 0	120 0	10 0	10 0
Etawah.	18 12	17 12	25 8	23 4	5 4	5 4	10 0	10 0	24 8	24 8	23 0	23 12	...	...	...	...	24 8	24 8	...	...	38 0	38 0	160 0	160 0	11 0	11 0
Farrukhabad.	17 3	17 3	23 4	23 4	5 4	5 4	10 0	10 0	24 8	24 8	23 0	23 12	...	...	...	...	24 8	24 8	...	...	38 0	38 0	160 0	160 0	11 0	11 0
Muzaffargarh.	19 8	19 8	26 0	26 0	5 8	5 8	10 0	10 0	24 8	24 8	23 0	23 12	...	...	...	...	24 8	24 8	...	...	38 0	38 0	160 0	160 0	11 0	11 0
Muzaffargarh.	19 8	19 8	26 0	26 0	5 8	5 8	10 0	10 0	24 8	24 8	23 0	23 12	...	...	...	...	24 8	24 8	...	...	38 0	38 0	160 0	160 0	11 0	11 0
Etah.	20 8	20 8	29 8	29 8	6 0	6 0	10 0	10 0	24 8	24 8	23 0	23 12	...	...	...	...	24 8	24 8	...	...	38 0	38 0	160 0	160 0	11 0	11 0
Western—																										
Idhar.	16 12	15 12	24 0	24 0	8 8	8 8	10 12	10 12	28 0	28 0	20 0	17 8	...	...	...	...	23 0	22 0	...	...	30 0	30 0	160 0	160 0	10 0	10 0
Agia.	17 0	17 0	27 0	27 0	5 0	5 0	8 0	8 0	25 0	25 0	20 0	20 0	...	...	...	...	20 0	20 0	23 0	...	34 0	34 0	150 0	150 0	11 8	11 8
Nutta.	19 0	19 0	28 0	28 0	7 0	7 0	10 0	10 0	28 0	28 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	34 0	34 0	150 0	150 0	11 8	11 8
Aligarh.	19 8	19 8	28 0	28 0	7 4	7 4	10 0	10 0	28 0	28 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	34 0	34 0	150 0	150 0	11 8	11 8
Ujandahlu.	21 0	21 0	29 8	29 8	6 0	6 0	10 0	10 0	28 0	28 0	20 0	20 0	...	...	...	...	20 0	20 0	...	...	34 0	34 0	150 0	150 0	11 8	11 8
Submontane—																										
Balia.	14 8	14 0	19 8	19 8	9 0	9 0	12 0	12 0	20 0	20 0	...	...	...	...	...	...	20 0	19 0	...	...	21 0	21 0	115 0	115 0	11 0	11 0
Azarganj.	15 12	14 12	17 12	17 12	7 8	7 8	11 12	11 12	18 14	18 14	...	...	...	...	...	...	17 12	17 12	...	...	21 0	21 0	115 0	115 0	11 0	11 0
Goanipuri.	16 12	15 12	17 12	17 12	8 12	8 12	11 12	11 12	18 14	18 14	...	...	...	...	...	...	17 12	17 12	...	...	21 0	21 0	115 0	115 0	11 0	11 0
Barh.	17 12	16 12	17 12	17 12	8 12	8 12	11 12	11 12	18 14	18 14	...	...	...	...	...	...	17 12	17 12	...	...	21 0	21 0	115 0	115 0	11 0	11 0

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhoides).		MARUA OR RAGI (Eleusine coracana).		KANONI OR ITALIAN MILLER (Setaria italica).		GRAM, CHENNA, CHOLA, RADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR TUR, CADIAN PEA (Cajanus indicus).		PIRWOOD.		SALT.	
	Present	Fortnight.	Present	Fortnight.	Present	Fortnight.	Present	Fortnight.	Present	Fortnight.	Present	Fortnight.	Present	Fortnight.	Present	Fortnight.	Present	Fortnight.	Present	Fortnight.	Present	Fortnight.	Present	Fortnight.	Present	Fortnight.
Panjab—																										
<i>Southern—</i>																										
Faisal	22 0	20 0	38 0	38 0	...	...	12 0	12 0	38 0	38 0	26 0	24 0	...	...	19 0	20 0	38 0	39 0	23 0	23 0	...	...	100 0	100 0	10 0	10 8
Ferozepore	23 0	24 0	39 0	40 0	...	...	9 0	9 0	31 0	30 0	19 0	20 0	...	...	36 0	36 0	37 0	39 0	40 0	40 0	...	...	100 0	100 0	11 12	12 12
Montgomery	23 0	24 0	32 0	32 0	...	...	8 0	9 0	26 0	26 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	220 0	220 0	12 0	12 0
Central—																										
Gurgaon	23 0	23 0	34 0	33 0	...	...	9 0	9 0	28 0	28 0	21 0	21 0	...	...	...	...	32 0	29 0	24 0	24 0	...	...	120 0	120 0	10 0	10 0
Delhi	20 0	20 0	29 0	28 0	...	...	12 0	10 0	25 0	26 0	21 0	22 0	...	...	12 0	13 0	29 0	29 0	24 0	24 0	...	...	70 0	70 0	11 0	11 0
Rehmat	20 0	20 0	34 0	34 0	...	...	11 0	11 0	28 0	28 0	24 0	24 0	...	...	12 0	12 0	35 0	33 0	25 0	25 0	...	...	120 0	120 0	10 0	10 0
Karnal	21 0	20 0	35 0	35 0	...	...	10 0	10 0	25 0	25 0	16 0	16 0	...	...	16 0	16 0	35 0	35 0	17 0	17 0	...	...	160 0	160 0	9 8	9 8
Lahore	24 0	25 0	45 0	45 0	...	...	11 0	11 0	34 0	33 0	18 0	16 0	...	...	30 0	27 0	36 0	37 0	38 0	34 0	...	...	80 0	75 0	12 0	13 0
Submontane—																										
Umballa	24 0	24 0	32 0	32 0	...	...	9 0	9 0	34 0	34 0	20 0	20 0	...	...	8 0	8 0	33 0	33 0	29 0	29 0	...	...	130 0	130 0	12 12	12 12
Ludhiana	26 0	25 0	36 0	36 0	...	...	9 0	9 0	32 0	32 0	21 0	21 0	...	...	17 0	17 0	36 0	36 0	31 0	31 0	...	...	100 0	100 0	13 0	13 0
Jullundur	25 0	25 0	35 0	35 0	...	...	10 0	10 0	28 0	28 0	20 0	20 0	...	...	20 0	20 0	31 0	31 0	32 0	32 0	...	...	100 0	100 0	13 0	13 0
Hoshiarpur	24 0	24 0	31 0	31 0	...	...	10 0	10 0	25 0	25 0	22 0	22 0	...	...	20 0	20 0	30 0	30 0	28 0	28 0	...	...	120 0	120 0	12 8	12 8
Gurdaspur	28 0	28 0	48 0	48 0	...	...	12 0	12 0	32 0	32 0	26 0	26 0	...	...	12 0	12 0	34 0	34 0	31 0	31 0	...	...	100 0	100 0	12 0	12 0
Amritsar	25 0	25 0	39 0	39 0	...	...	10 0	10 0	34 0	34 0	15 0	15 0	...	...	23 0	23 0	34 0	34 0	31 0	31 0	...	...	100 0	100 0	12 0	12 0
Hills—																										
Simla	13 0	13 0	20 0	20 0	...	...	8 0	7 0	15 0	14 0	13 0	12 0	...	...	9 0	9 0	18 0	15 0	16 0	16 0	...	...	90 0	90 0	8 0	8 0
Kangra	18 0	18 0	27 0	26 0	...	...	11 0	12 0	12 0	12 0	14 0	14 0	...	...	6 0	6 0	21 0	21 0	21 0	21 0	...	...	120 0	120 0	10 0	10 0
North-western—																										
Sialkot	23 0	22 0	45 0	45 0	...	...	12 0	12 0	35 0	32 0	32 0	30 0	...	...	20 0	20 0	36 0	34 0	24 0	24 0	...	...	120 0	120 0	13 8	13 8
Gujranwala	24 0	21 0	42 0	40 0	...	...	10 0	11 0	31 0	31 0	31 0	30 0	...	...	10 0	10 0	34 0	33 0	25 0	25 0	...	...	95 0	95 0	13 8	13 8
Gujrat	26 0	25 0	37 0	37 0	...	...	11 0	11 0	26 0	26 0	24 0	23 0	...	...	10 0	10 0	37 0	35 0	24 0	24 0	...	...	110 0	110 0	14 0	14 0
Jhelum	30 0	29 0	45 0	45 0	...	...	13 0	13 0	26 0	26 0	25 0	25 0	...	...	20 0	20 0	37 0	35 0	24 0	24 0	...	...	140 0	140 0	14 0	14 0
Rawalpindi	26 0	25 0	44 0	42 0	...	...	12 0	12 0	35 0	32 0	31 0	31 0	...	...	20 0	20 0	33 0	32 0	26 0	26 0	...	...	75 0	75 0	13 8	13 8
Hazira	24 0	24 0	37 0	35 0	...	...	12 0	11 0	26 0	24 0	26 0	27 0	...	...	16 0	17 0	32 0	27 0	39 0	37 0	...	...	90 0	90 0	11 4	11 4
Peshawar	24 0	24 0	45 0	44 0	...	...	10 0	9 0	26 0	24 0	26 0	27 0	...	...	21 0	21 0	32 0	27 0	39 0	37 0	...	...	90 0	90 0	11 4	11 4
Kohat	27 0	26 0	54 0	54 0	...	...	13 0	13 0	45 0	33 0	39 0	40 0	...	...	21 0	21 0	32 0	27 0	41 0	41 0	...	...	153 0	153 0	49 0	51 0
Western—																										
Shahpur	32 0	30 0	41 0	41 0	...	...	8 0	8 0	35 0	35 0	31 0	31 0	...	...	22 0	22 0	48 0	48 0	28 0	28 0	...	...	160 0	160 0	13 0	13 0
Jhang	26 0	26 0	40 0	38 0	...	...	10 0	10 0	45 0	45 0	16 0	16 0	...	...	24 0	24 0	37 0	35 0	40 0	40 0	...	...	160 0	160 0	11 12	12 4
Mooltan	18 0	19 0	28 0	28 0	...	...	14 0	14 0	33 0	33 0	23 0	23 0	...	...	14 0	14 0	37 0	35 0	33 0	32 0	...	...	90 0	90 0	12 4	12 4
Banna	33 0	34 0	66 0	66 0	...	...	10 0	10 0	45 0	45 0	36 0	38 0	...	...	9 0	9 0	49 0	53 0	55 0	50 0	...	...	100 0	100 0	50 0	50 0
D. I. Khan	24 0	25 0	38 0	38 0	...	...	8 0	8 0	40 0	41 0	24 0	28 0	...	...	4 0	4 0	25 0	25 0	25 0	25 0	...	...	100 0	100 0	42 0	42 0
Muzaffargarh	22 0	22 0	29 0	29 0	...	...	14 0	14 0	21 0	20 0	23 0	23 0	...	...	1 0	1 0	25 0	24 0	15 0	15 0	...	...	110 0	110 0	12 0	12 0
D. G. Khan	19 0	18 0	29 0	29 0	...	...	8 0	8 0	33 0	30 0	25 0	24 0	...	...	18 0	18 0	25 0	28 0	15 0	15 0	...	...	125 0	125 0	25 0	25 0
Sind and Baluchistan—																										
Karachi	16 0	16 0	...	...	...	...	8 0	9 0	18 0	18 0	15 0	15 0	...	...	...	...	20 0	20 0	...	...	...	...	80 0	80 0	14 8	14 8
Hyderabad	14 0	14 0	...	...	...	...	10 0	10 0	16 0	16 0	15 0	15 0	...	...	...	...	20 0	20 0	...	...	...	...	106 11	106 11	12 8	12 8
Tkar and Parkar (Uman Kot)	13 1	13 3	...	...	...	...	10 0	10 0	12 4	12 4	10 0	10 0	...	...	...	...	26 0	26 0	...	...	...	...	116 6	116 6	11 0	11 0
Sukkur (Shikarpur)	17 0	17 0	...	...	...	...	12 0	12 0	24 0	24 0	20 0	20 0	...	...	...	...	26 0	26 0	...	...	...	...	142 0	142 0	11 8	11 8
Upper Sind Frontier	16 0	16 0	...	...	...	...	12 0	12 0	24 0	24 0	20 0	20 0	...	...	...	...	26 0	26 0	...	...	...	...	213 0	213 0	10 0	10 0

Karnat (Karnar)	10 2	10 4	10 7	10 10	10 13	10 16	10 19	10 22	10 25	10 28	10 31	10 34	10 37	10 40	10 43	10 46	10 49	10 52	10 55	10 58	11 01	11 04	11 07	11 10	11 13	11 16	11 19	11 22	11 25	11 28	11 31	11 34	11 37	11 40	11 43	11 46	11 49	11 52	11 55	11 58	12 01	12 04	12 07	12 10	12 13	12 16	12 19	12 22	12 25	12 28	12 31	12 34	12 37	12 40	12 43	12 46	12 49	12 52	12 55	12 58	13 01	13 04	13 07	13 10	13 13	13 16	13 19	13 22	13 25	13 28	13 31	13 34	13 37	13 40	13 43	13 46	13 49	13 52	13 55	13 58	14 01	14 04	14 07	14 10	14 13	14 16	14 19	14 22	14 25	14 28	14 31	14 34	14 37	14 40	14 43	14 46	14 49	14 52	14 55	14 58	15 01	15 04	15 07	15 10	15 13	15 16	15 19	15 22	15 25	15 28	15 31	15 34	15 37	15 40	15 43	15 46	15 49	15 52	15 55	15 58	16 01	16 04	16 07	16 10	16 13	16 16	16 19	16 22	16 25	16 28	16 31	16 34	16 37	16 40	16 43	16 46	16 49	16 52	16 55	16 58	17 01	17 04	17 07	17 10	17 13	17 16	17 19	17 22	17 25	17 28	17 31	17 34	17 37	17 40	17 43	17 46	17 49	17 52	17 55	17 58	18 01	18 04	18 07	18 10	18 13	18 16	18 19	18 22	18 25	18 28	18 31	18 34	18 37	18 40	18 43	18 46	18 49	18 52	18 55	18 58	19 01	19 04	19 07	19 10	19 13	19 16	19 19	19 22	19 25	19 28	19 31	19 34	19 37	19 40	19 43	19 46	19 49	19 52	19 55	19 58	20 01	20 04	20 07	20 10	20 13	20 16	20 19	20 22	20 25	20 28	20 31	20 34	20 37	20 40	20 43	20 46	20 49	20 52	20 55	20 58	21 01	21 04	21 07	21 10	21 13	21 16	21 19	21 22	21 25	21 28	21 31	21 34	21 37	21 40	21 43	21 46	21 49	21 52	21 55	21 58	22 01	22 04	22 07	22 10	22 13	22 16	22 19	22 22	22 25	22 28	22 31	22 34	22 37	22 40	22 43	22 46	22 49	22 52	22 55	22 58	23 01	23 04	23 07	23 10	23 13	23 16	23 19	23 22	23 25	23 28	23 31	23 34	23 37	23 40	23 43	23 46	23 49	23 52	23 55	23 58	24 01	24 04	24 07	24 10	24 13	24 16	24 19	24 22	24 25	24 28	24 31	24 34	24 37	24 40	24 43	24 46	24 49	24 52	24 55	24 58	25 01	25 04	25 07	25 10	25 13	25 16	25 19	25 22	25 25	25 28	25 31	25 34	25 37	25 40	25 43	25 46	25 49	25 52	25 55	25 58	26 01	26 04	26 07	26 10	26 13	26 16	26 19	26 22	26 25	26 28	26 31	26 34	26 37	26 40	26 43	26 46	26 49	26 52	26 55	26 58	27 01	27 04	27 07	27 10	27 13	27 16	27 19	27 22	27 25	27 28	27 31	27 34	27 37	27 40	27 43	27 46	27 49	27 52	27 55	27 58	28 01	28 04	28 07	28 10	28 13	28 16	28 19	28 22	28 25	28 28	28 31	28 34	28 37	28 40	28 43	28 46	28 49	28 52	28 55	28 58	29 01	29 04	29 07	29 10	29 13	29 16	29 19	29 22	29 25	29 28	29 31	29 34	29 37	29 40	29 43	29 46	29 49	29 52	29 55	29 58	30 01	30 04	30 07	30 10	30 13	30 16	30 19	30 22	30 25	30 28	30 31	30 34	30 37	30 40	30 43	30 46	30 49	30 52	30 55	30 58	31 01	31 04	31 07	31 10	31 13	31 16	31 19	31 22	31 25	31 28	31 31	31 34	31 37	31 40	31 43	31 46	31 49	31 52	31 55	31 58	32 01	32 04	32 07	32 10	32 13	32 16	32 19	32 22	32 25	32 28	32 31	32 34	32 37	32 40	32 43	32 46	32 49	32 52	32 55	32 58	33 01	33 04	33 07	33 10	33 13	33 16	33 19	33 22	33 25	33 28	33 31	33 34	33 37	33 40	33 43	33 46	33 49	33 52	33 55	33 58	34 01	34 04	34 07	34 10	34 13	34 16	34 19	34 22	34 25	34 28	34 31	34 34	34 37	34 40	34 43	34 46	34 49	34 52	34 55	34 58	35 01	35 04	35 07	35 10	35 13	35 16	35 19	35 22	35 25	35 28	35 31	35 34	35 37	35 40	35 43	35 46	35 49	35 52	35 55	35 58	36 01	36 04	36 07	36 10	36 13	36 16	36 19	36 22	36 25	36 28	36 31	36 34	36 37	36 40	36 43	36 46	36 49	36 52	36 55	36 58	37 01	37 04	37 07	37 10	37 13	37 16	37 19	37 22	37 25	37 28	37 31	37 34	37 37	37 40	37 43	37 46	37 49	37 52	37 55	37 58	38 01	38 04	38 07	38 10	38 13	38 16	38 19	38 22	38 25	38 28	38 31	38 34	38 37	38 40	38 43	38 46	38 49	38 52	38 55	38 58	39 01	39 04	39 07	39 10	39 13	39 16	39 19	39 22	39 25	39 28	39 31	39 34	39 37	39 40	39 43	39 46	39 49	39 52	39 55	39 58	40 01	40 04	40 07	40 10	40 13	40 16	40 19	40 22	40 25	40 28	40 31	40 34	40 37	40 40	40 43	40 46	40 49	40 52	40 55	40 58	41 01	41 04	41 07	41 10	41 13	41 16	41 19	41 22	41 25	41 28	41 31	41 34	41 37	41 40	41 43	41 46	41 49	41 52	41 55	41 58	42 01	42 04	42 07	42 10	42 13	42 16	42 19	42 22	42 25	42 28	42 31	42 34	42 37	42 40	42 43	42 46	42 49	42 52	42 55	42 58	43 01	43 04	43 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RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1894—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLUR (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum typhoides).		MARUA OR RAGI (Eleusine coracina).		KANONI OR KAKUM, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR MUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARWAR, OR THOR, CADIAN PEA (Cajanus indicus).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Madras—																										
Malabar Coast—																										
Malabar
S. Canara
South, central—																										
Coimbatore
Nilgiris
Salem
Central—																										
Bellary
Anantapur
Cuddapah
Kurnool
East Coast, north—																										
Ganjam
Vizagapatam
Godavari
East Coast, central—																										
Kistna
Nellore
East Coast, south—																										
Madras
Chingleput
N. Arcot
S. Arcot
Tanjore
Trichinopoly
Southern—																										
Tinnevely
Madura
Mysore—																										
Mysore
Bangalore
Kolar
Tumkur
Hassan
Madur
Shimoga
Chitaldroog
Coorg—																										
Coorg
Aden

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, September 29th, 1894.

General Summary.—Pressure changed but slightly on Sunday, and the general character of its distribution was unaltered. Weather continued slightly suspicious at the head of the Bay, where a depression was evidently forming. On Monday morning a shallow depression was shown in the north-west of the Bay, which by the following morning had extended inland, but it was still a very shallow depression, and showed no signs of developing into a cyclonic storm. During the next twenty-four hours pressure rose slightly in Burma and fell slightly in South-West Bengal, thus making the depression more prominent, the centre of which was approaching the Orissa and Ganjam coasts. Gradients had increased slightly in the eastern and southern quadrants. By Thursday morning a brisk increase of pressure in Burma, Assam, and East Bengal, and a slight fall in Orissa and the Central Provinces had intensified the depression to some extent, and pressure in the central area was about two-tenths of an inch in defect. Orissa, Chota Nagpur, Bihar, and Bengal had received light to moderate rain. The centre of the cyclonic storm crossed the Orissa coast near Puri in the evening, and by next morning had advanced west-north-westwards into the eastern districts of the Central Provinces, and at 8 A.M. was midway between Sambalpur and Raipur. Winds had increased considerably at False Point and Saugor Island, and easterly winds had extended into the North-Western Provinces. General but in most cases light rain had fallen in the area affected by the depression, Raipur receiving 3·82 inches, which was the only heavy fall reported. Rainfall increased in amount during the next twenty-four hours as the depression advanced, and was heaviest to the north-west and west. Pachmarhi received the large fall of 7·68 inches and Jhansi and Hoshangabad over 3 inches. By Saturday morning the depression was central between Seoni and Jubbulpore, having travelled about 240 miles in a west-north-westerly direction.

Fine weather prevailed during the week in North-Western India, and very little rain was received in the West Coast districts, the Deccan, and the south of the Peninsula.

The mean temperature for the whole of India was practically normal.

Daily Summary.—*Sunday.*—Pressure had fallen slightly over nearly the whole of India and Lower Burma, and risen slightly to briskly in Upper Burma. A depression appeared to be in course of formation at the head of the Bay. Pressure was in general defect, the deficiency being largest in Upper and North-Eastern India. Winds were very light at the head of the Bay, and had shifted to north-westerly directions on the Bengal and Orissa coasts. General rain had fallen in Burma, and showers in Assam, North Bengal, the West Coast districts, and some parts of the Deccan. Akyab had received 4·62 inches, Mandalay 2·81 inches, Bijapur 2·46 inches, Dinajpur 1·87 inches, Sibsagar 1·44 inches, Hyderabad (Deccan) 1·37 inches, Toungoo 1·05 inches, and Burdwan 1·01 inches.

Monday.—The general character of the pressure distribution was unchanged. Pressure had fallen very slightly in the Peninsula and Central India, and a shallow depression was shown lying over the north-west of the Bay. Winds were cyclonic in direction at the Bengal and Orissa coast stations, but were feeble in force. They had increased at Diamond Island. Westerly winds were blowing in the Gangetic plain. Humidity was steadily decreasing in Baluchistan and was only 40 per cent. at Quetta. Light to moderate general rain had fallen in Burma, Assam, and North Bengal, and light showers in the South Bengal and Orissa coasts. Silchar had received 3·5 inches, Darbhanga 3·12 inches, Tavoy 1·84 inches, and Bassein, and Yamethin 1·2 inches each.

Tuesday.—Pressure changes were small and of little importance. Pressure was unchanged in the Peninsula, but had risen slightly in Northern India. The depression in the north of the Bay had showed no indications of developing into a cyclonic storm. Winds were steadily increasing at Diamond Island, and were unchanged in the depression area. Westerly winds continued in the Gangetic plain. Light to moderate general rain had been received in Burma, and light showers in Bengal and parts of the Peninsula. Tavoy had received 2·85 inches, Bassein 1·95 inches, Nagpur 1·62 inches, Vizagapatam 1·59 inches, Rangoon 1·58 inches, Yamethin 1·35 inches, and Diamond Island 1·03 inches.

Wednesday.—Pressure had increased in Burma, and had fallen slightly in South-West Bengal, thus bringing the depression in the Bay into greater prominence. Gradients had increased in the eastern and southern quadrants, and the depression was slowly approaching the Orissa and Ganjam Coasts. Winds were stronger at Saugor Island and False Point, and easterly winds prevailed in Bihar. Winds were unchanged in character on the West Coast and in the Deccan. Rain had fallen off in Burma, and had increased in Bengal, Orissa, and Chota Nagpur. Showers had fallen in the West Coast districts, the Deccan, and North Madras. Balasore had registered a fall of 2·55 inches, Tavoy 2·48 inches, and Diamond Island, Moulmein, Gnatong, Mangalore, Sholapore, and Sambalpur amounts exceeding 1 inch.

Thursday.—Pressure had increased briskly in Burma, East Bengal, and Assam, and had fallen very slightly in Orissa and the Central Provinces. The cyclonic storm in the Bay had intensified slightly, and pressure was about two-tenths of an inch below the normal in the central area. Winds had strengthened in Bengal, and easterly winds had extended into the eastern districts of the North-Western Provinces. Humidity had decreased in Upper and Central India, but both humidity and cloud had increased in the eastern districts of the North-Western Provinces. Skies were generally overcast in Bengal, Assam, Chota Nagpur, and Bihar, and lightly clouded in the Central Provinces. North-Eastern India and the greater part of Burma had received light to moderate rain. Falls exceeding 2 inches had been received at Kindat (2·90 inches) and False Point (2·89 inches), and slightly exceeding 1 inch at Tavoy, Berhampore, Silchar, Hazaribagh, and Ranchi.

Friday.—Pressure had risen over the whole of India, except the Central Provinces, where it had fallen slightly. The centre of the cyclonic storm had crossed the Orissa coast, and was nearly midway between Sambalpur and Raipur at 8 A.M. Pressure had risen rapidly in its rear, the rise in Orissa exceeding a tenth of an inch. Winds had fallen off on the Burma coast, but had increased considerably at the head of the Bay and were strong at Saugor Island and False Point. Easterly winds had extended over the North-Western Provinces into the Punjab, and winds had strengthened in the Central Provinces. The air was much damper in the Gangetic plain, the Central Provinces, and Central India, and cloud was extending into the East Punjab. Moderate to heavy rain had fallen in the Central Provinces, and light to moderate rain in North Madras, Orissa, and North-Eastern India. Raipur reported a fall of 3·82 inches, and Sambalpur, Bogra, Berhampore, Darbhanga, Kindat, Toungoo, and Sholapur amounts ranging between 1 and 2 inches.

Saturday.—Pressure had risen slightly in the eastern districts of the Central Provinces, and had fallen slightly to briskly in Northern and Central India. The depression had advanced about 240 miles in a west-north-westerly direction, and was central between Seoni and Jubbulpore. It had changed slightly in character, and consisted of a large central area of nearly uniform pressure with gradients steepest in the southern quadrant. Pressure had fallen briskly in Burma, where winds had fallen off in strength and were abnormal in direction. Winds were cyclonic in the depression area, but were very feeble in the central region, especially at Saugor and Jubbulpore. Temperature had fallen considerably in the Central Provinces owing to increased rainfall. Humidity had decreased in the Deccan and Southern India, and increased in Berar, Central India, and East and Central Rajputana. Rainfall was heavy to the north-west and west of the depression. Pachmarhi had received the heavy fall of 7·68 inches, Jhansi 3·75

inches, Hoshangabad 3·19 inches, Sutna 2·63 inches, Tavoy 2·86 inches, Sibsagar 2·17 inches, and Bassein, Khandwa, Seoni, Jubbulpore, Saugor, and Nowgong amounts between 1 and 2 inches.

Temperature was normal during the week in Burma, Bombay, and Madras, and in slight excess in the North-Western Provinces and Punjab. In the Central Provinces and Bengal temperature was in slight excess during the greater part of the week, but fell to below the normal towards its close, when rainfall was increased by the cyclonic storm from the Bay. The fall averaged 4° in the Central Provinces on the 29th.

The mean temperature of the week was practically normal in Burma, Bengal, Bombay, the Central Provinces, Central India, Sind, Rajputana, and Madras. The only provinces, where it varied to any appreciable extent from the normal, were the North-Western Provinces and Punjab, where it was in slight excess.

The mean average temperature for the whole of India was normal throughout the week. For the whole week the variation from the normal was only +0·2°.

The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India:

PROVINCE.	September 1894.							Mean variation of week.
	23rd	24th	25th	26th	27th	28th	29th	
Burma	—0·5	+0·6	—0·6	—1·1	—0·5	—0·8	—0·9	—0·5
Bengal and Assam	+1·7	+1·1	+0·6	+0·9	+0·1	—1·5	—0·5	+0·3
North-Western Provinces and Oudh	+0·6	+0·9	+1·1	+0·9	+1·6	+1·8	0	+1·0
Punjab	+1·5	+2·1	+1·7	+1·0	+0·3	+1·0	+0·9	+1·2
Bombay	—1·0	—0·6	—0·4	—0·7	+0·2	—0·2	—0·6	—0·5
Central Provinces and Berar	+0·4	—0·1	+0·3	+0·8	+0·7	+1·3	—2·6	+0·1
Central India and Gujarat	—0·3	—0·3	+0·5	+0·9	+1·2	+1·0	+1·0	+0·6
Sind and Rajputana	—0·4	—0·6	—0·8	—1·1	—0·1	+0·7	+2·3	0
Madras	—0·7	—0·4	—0·3	—0·9	—0·2	—1·5	—0·3	—0·6
Mean for whole of India	+0·1	+0·3	+0·2	+0·1	+0·4	+0·2	0	+0·2

Rainfall.—The rainfall of the past week was in excess of the normal generally in Burma, North-Eastern India, and the Central Provinces, and in defect elsewhere. With the exception of a few light showers in the north-western and hill districts of the Punjab, no rain fell over the whole of North-Western India. The largest average rainfall of the week was received in Tenasserim, where it amounted to 7·66 inches. Moderate rain was received in the remaining divisions of Burma and in Bengal, but very few divisions in other parts of India received average falls of over an inch.

The total monsoon rainfall continues in large defect in Mysore, Coorg, and South-Central Madras, and in moderate defect in the Surma Valley in Assam, but all other divisions have received either their normal rainfall or amounts in excess of it. The excess expressed as a percentage is largest in Sind, though the total actual rainfall received in that area since 3rd June amounts to only 8·82 inches, most of which was received at the commencement of the monsoon. The largest actual excess has been received in Tenasserim, where the normal rainfall up to date has been exceeded by 67·67 inches.

Thaton in Tenasserim received 12·97 inches, and Mathabhanga in Kuch Bihar 12·30 inches. These are the largest amounts received during the week.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING SEPTEMBER 29TH, 1894.			RAINFALL DATA FROM JUNE 3RD TO SEPTEMBER 29TH, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 3rd to September 29th.	Excess or de- fect of (seasonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	7'66	2'40	+ 5'26	213'18	145'51	+ 47
	Lower Burma	4'27	2'65	+ 1'62	82'15	74'53	+ 10
	Central Burma	2'01	1'99	+ 0'02	61'48	59'70	+ 3
	Upper Burma	2'55	?	?	31'24	?	?
	Arakan	5'42	3'66	+ 1'76	147'60	149'72	- 1
BENGAL AND ASSAM.	Eastern Bengal	2'00	2'87	- 0'87	69'49	68'79	+ 1
	Assam (Surma)	4'90	4'64	+ 0'26	99'95	121'75	- 18
	Do. (Brahmaputra)	2'58	2'55	+ 0'03	54'22	54'29	0
	Deltaic Bengal	2'27	1'72	+ 0'55	41'41	43'17	- 4
	Central Bengal	3'07	2'30	+ 0'77	45'58	43'09	+ 4
	North Bengal	4'16	3'97	+ 0'19	78'42	81'83	- 4
	Orissa	2'62	1'80	+ 0'82	43'93	42'24	+ 4
	Chota Nagpur	2'35	1'66	+ 0'69	50'46	43'16	+ 17
	Bihar (South)	1'79	1'57	+ 0'22	44'31	35'96	+ 23
	Do. (North)	1'46	2'77	- 1'31	44'48	41'74	+ 7
NORTH-WESTERN PROVINCES AND OUDE.	North-Western Provinces (East) Do. (Submontane) (a)	0'60 0'49	1'23 1'71	- 0'63 - 1'22	44'39 43'50	33'74 36'21	+ 32 + 20
	Oudh (South)	1'31	0'99	+ 0'32	42'24	32'01	+ 32
	Do. (North)	0'18	1'00	- 0'82	50'76	34'55	+ 47
	North-Western Provinces (Central)	0'57	0'62	- 0'05	38'11	30'08	+ 27
	North-Western Provinces (West)	0'37	0'45	- 0'08	28'44	24'90	+ 14
	North-Western Provinces (Submontane) (b)	0'04	0'61	- 0'57	51'49	37'94	+ 36
PUNJAB	Punjab (South)	0	0'26	- 0'26	14'69	11'17	+ 32
	Do. (Central)	0	0'39	- 0'39	23'94	18'53	+ 29
	Do. (Submontane)	0	0'42	- 0'42	37'70	23'20	+ 63
	Do. (Hill Districts)	0'22	0'55	- 0'33	92'72	56'15	+ 65
	Do. (North-West)	0'02	0'24	- 0'22	21'16	14'74	+ 44
	Do. (West)	0	0'10	- 0'10	6'38	5'56	+ 15
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	0'81	2'39	- 1'58	79'61	92'02	- 13
	Madras (South Central)	0'30	1'27	- 0'97	15'27	21'33	- 28
	Coorg	0'59	2'94	- 2'35	70'28	105'61	- 33
	Mysore	0'14	1'22	- 1'08	13'20	22'04	- 40
	Konkan	1'96	2'76	- 0'80	105'74	109'43	- 3
	Bombay Deccan	1'00	1'57	- 0'57	28'76	22'33	+ 29
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	0'99	1'71	- 0'72	24'29	20'42	+ 19
CENTRAL PROVINCES AND BERAR.	Berar	1'22	1'51	- 0'29	33'66	31'04	+ 8
	Central Provinces (West)	2'14	1'11	+ 1'03	43'84	36'87	+ 19
	Ditto (Central)	1'69	1'02	+ 0'67	50'74	47'31	+ 7
	Ditto (East)	2'68	1'17	+ 1'51	56'57	44'08	+ 28
BOMBAY (NORTH)	Gujarat	0'22	1'07	- 0'85	52'46	42'00	+ 25
	Kathiawar	0'11	0'35	- 0'24	34'10	19'30	+ 77
	Sind	0	0	0	8'82	4'29	+ 106
RAJPUTANA AND CENTRAL INDIA.	Central India (East)	0'79	0'57	+ 0'22	35'41	33'81	+ 5
	Rajputana (East), Central India (West)	0'05	0'16	- 0'11	27'76	25'16	+ 10
	Rajputana (West)	0	0'10	- 0'10	13'05	12'76	+ 2
MADRAS	East Coast (North)	1'13	1'16	- 0'03	24'69	24'24	+ 2
	Ditto (ditto) (a)	1'25	1'20	+ 0'05	42'16	46'75	- 10
	Hyderabad (South)	1'49	0'90	+ 0'59	20'72	19'10	+ 8
	Madras (Central)	0'40	1'23	- 0'83	15'06	15'48	- 3
	East Coast (Central)	0'83	0'98	- 0'15	13'23	15'19	- 13
	Ditto (South)	0'28	1'31	- 1'03	16'52	14'92	+ 11
	Madras (South)	0'11	0'55	- 0'44	5'65	6'3	- 11

W. A. BION,

Actg. Asst. Meteorological Reporter to the
Government of India.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

SIMLA, 4th October 1894.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 29th September.*—The rainfall has been fair in the greater part of the Circars and in South Canara ; moderate in portions of Bellary and Kurnool ; there have been light or scattered showers in most other districts. Agricultural operations continue. The standing crops generally are good, but more rain is wanted in the Deccan, Central, and Southern districts. The harvest is proceeding with fair outturn. Pasture is generally sufficient and fodder is available, though dear in places. The condition of cattle is generally good. Prices continue falling slightly, though they are still somewhat higher than the average.

Bombay.—*For week ending 3rd October.*—Rain has been generally moderate in eighteen districts of the Presidency Proper ; more rain is wanted in Belgaum and Dharwar and in parts of Poona, Ahmednagar, Satara, and Baroda territory. The standing crops have been damaged by insects in parts of Shikarpur and Hyderabad, by heavy rain in parts of Broach, and are suffering for want of rain in parts of Ahmednagar and Dharwar. Preparations for the late crops or sowing are progressing in twelve districts, but are retarded in parts of two districts owing to excess or deficiency of moisture. Reaping of the early crops continues in eight districts. Fodder supply and agricultural stock are good. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 29th September.*—There was general rain over the province during the week and at many stations the falls were heavy. More rain is wanted for the winter rice in Champaran. Reports regarding the crops continue to be satisfactory almost everywhere. In parts of Burdwan and Jessore floods have done some damage, but in the flooded tracts of Orissa prospects are much better. Transplantation of the winter rice is practically finished, and the prospects of the crop are good. Early rice, jute, and other autumn crops, excepting Indian-corn, have generally yielded a good outturn. Sugarcane promises to be a good crop all round. Preparation of lands for the spring crops is in progress, and pulses are being sown. Prices continue generally normal, and those of common rice have fallen in many districts owing to the appearance of the new early rice crop in the market.

North-Western Provinces and Oudh.—*For week ending 3rd October.*—Heavy rain has fallen in some of the Eastern and Central districts, causing damage to the standing crops and retarding agricultural operations for the spring crops. In several other districts rain has been light, and harvesting of the autumn crops is proceeding. Prospects on the whole are fair. Supplies are ample. Fodder and water are sufficient, and prices are generally normal.

Punjab.—*For week ending 3rd October.*—No rain. Harvesting of the autumn crops has commenced. Ploughings for and sowings of the spring crops are

going on, but are retarded by excessive moisture in low-lying lands in Amritsar. The condition and prospects of the standing crops are said to be good to average, but the crops are badly in need of rain in Shahpur. Crops are being damaged by field rats in parts of Ferozepore. Cattle are generally in good condition, and fodder is sufficient throughout the province. Prices are falling in Shahpur, and continue low elsewhere.

Central Provinces.—*For week ending 3rd October.*—The weather was showery at the commencement of the week followed by a general burst of rain in the middle, but there are now prospects of fine weather. The rainfall of the season has been in large excess over the average in almost every district. The final burst of rain has everywhere done some slight damage to cotton, til (*sessamum*), juar (*Sorghum vulgare*), and has retarded the preparation of the land for the winter sowings. Rice promises very well in all districts. In Saugor the excessive rainfall has unfortunately retarded sowing operations and is doing damage to the standing crops, but another week may show some improvement there. The numbers on relief works have fallen largely in both districts and stand at 5,250 in Saugor and 3,200 in Damoh. Imports of grain into both districts are double the figures of last week, being 61,000 maunds in Saugor and 5,400 in Damoh. Wheat is selling at 14 seers in Saugor and 11½ in Damoh; as in last week, gram is cheaper in both districts, being 20 seers in Saugor and 14 seers in Damoh.

Burma.—*For week ending 29th September.*—Weather seasonable; rain has fallen in all districts. Planting of the main paddy crop is practically completed. In Lower Burma the paddy crop is looking well, but some of it was planted late, and the outturn may be scarcely up to the average. In Upper Burma good early-crops have been reaped. The standing crops are thriving, and prospects are generally satisfactory. Fodder and water-supply are sufficient. Prices are normal and steady.

Assam.—*For week ending 2nd October.*—Weather seasonable. Harvesting of early and transplanting of late rice is completed. The condition of cattle is fair. Fodder and water are abundant.

Mysore and Coorg.—*For week ending 3rd October.*—**MYSORE:** The rainfall has been insufficient, and the standing crops need more rain. Prospects are good. Prices have slightly risen in Shimoga.

COORG: Rainfall slight. Transplanting of rice has been completed. Reaping of *ragi* (*Eleusine coracana*) and picking of cardamoms are in progress. Fodder and water for cattle are sufficient. Prices of food-grains are normal.

Berar and Hyderabad.—*For week ending 3rd October.*—**BERAR:** Weather hot and cloudy. Rainfall moderate. Crops are doing well throughout the province, and are especially good in Akola. Land is being prepared for the next winter crop. Weeding continues. Fodder and water are sufficient. Prices have fallen in Buldana and risen in Wun, but are steady elsewhere.

HYDERABAD: Rainfall good. Prospects are favourable. Reaping of the autumn crops has commenced in some places. Weeding of irrigated crops is in progress. Tanks and wells have been partly filled. Prices are normal.

Central India.—*For week ending 3rd October.*—Rain fell during the week in all parts of Central India, except in the Neemuch district; more rain is required in three districts of Gwalior. Agricultural operations are in progress everywhere. Standing crops are in good condition, and the probable outturn will be good. The condition of agricultural stock and of pasturage is good in all parts. Prices of food-grains are rising in one district of Gwalior, above normal in Bundelkhand and Goona, below normal in the Neemuch district, and are normal in the remaining Agencies.

Rajputana.—*For week ending 3rd October.*—Rainfall good in Jhallawar and moderate in Dholepur. Agricultural operations, standing crops, and cattle are generally satisfactory. Prospects are good. Reaping of the autumn crops has commenced in parts, and spring sowings have commenced in Kerauli. Fodder is sufficient. Prices are falling in four States, rising in one, and are steady elsewhere.

Kashmir.—**KASHMIR VALLEY.**—*For week ending 2nd October.*—Weather fine. Reaping of the rice crop continues. Ploughings for the spring crops are in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 30th September.*—No rain. The crops are in fair condition. Prices are stationary everywhere.

Nepal.—*For week ending 29th September.*—Heavy thundershowers. Prospects are good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

Railway Statistics.

Results of the working of continuous automatic brakes in use on railways in India during the six months ended the 31st December 1893.

No. 371 R. S., dated Simla, the 26th September, 1894.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department letter No. 62 R. Stat., dated the 19th October 1891.

Public Works Department letter No. 357 R. Stat., dated the 5th September 1893.

Public Works Department order No. 22 R. Stat., dated the 22nd January 1894.

Read also—

Endorsement No. 400 Stat., dated the 21st September 1894, from the Director General of Railways, forwarding tables Nos. I and II showing the railways on which continuous automatic brakes were in use, the number and proportion of rolling stock fitted with the brakes, the progress made in fitting stock since the previous half-year, and the results of working the brakes during the six months ended the 31st December 1893.

ORDER.—Ordered, that tables Nos. I and II be forwarded, for information,

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Resident in Mysore.
The Agents to the Governor General for Central India, Rajputana and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Central Division, Lucknow and Assam.

to the Local Governments and Administrations, and to the officers noted in the margin.

Ordered also, that copies be forwarded for the information of Her Majesty's Government.

Further, that this order with the tables be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT,
Under Secretary.

TABLE No. I.

Statement showing, for the half-year ended the 31st December 1893, the railways on which continuous automatic brakes were in use, the mileage run by trains fitted with the brakes, the number and proportion of rolling stock fitted, and the progress made in fitting stock since the previous half-year.

Railways (including branch lines worked).	Period.	LOCOMOTIVES.		VEHICLES.			Number of miles run by trains fitted.	Total number of instances in which the brakes failed to act or caused delay in the working of trains.	PROPORTION PER CENT.		Number of failures as compared with mileage run by trains fitted
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.			Of vehicles piped or fitted on total.	Of mileage run by trains fitted on total train-mileage.	
1	2	3	4	5	6	7	8	9	10	11	12
STANDARD GAUGE.											
State line worked by company.											
Indian	1st-half, 1893			Returns	not received.						
	2nd-half, 1893	42	534	188	141	10,186	271,764	12	3.13	5.52	1 in 22,647
State lines worked by the State.											
North Western (state)	1st-half, 1893	243	(a) 343	(b) 1,354	87	(a) 10,690	(c) 591,716	13	11.88	12.64	1 in 45,517
	2nd-half, 1893	(d) 289	(a) 297	(b) 1,394	107	(a) 10,646	652,130	44	12.36	15.08	1 in 14,821
Oudh and Rohilkhand (state)	1st-half, 1893	15	141	110	12	4,843	179,652	3	2.46	13.91	1 in 59,884
	2nd-half, 1893	15	142	111	12	4,842	200,928	1	2.48	16.62	1 in 200,928
Eastern Bengal (state)	1st-half, 1893	15	82	104	13	2,257	154,158	...	4.93	17.25	...
	2nd-half, 1893	15	82	104	13	2,457	209,160	...	4.55	20.48	...
Lines worked by guaranteed companies.											
Great Indian Peninsula	1st-half, 1893	74	531	259	55	9,318	275,618	11	3.26	4.90	1 in 25,056
	2nd-half, 1893	86	519	260	105	9,270	399,632	6	3.79	9.36	1 in 66,605
Bombay, Baroda and Central India	1st-half, 1893			Returns	not received.						
	2nd-half, 1893	57	77	167	55	3,940	57,176	2	5.33	5.41	1 in 28,589
METRE GAUGE.											
State line worked by company.											
North Indian	1st-half, 1893	16	184	...	...	4,079	(e)	...	...	...	...
	2nd-half, 1893	20	184	22	8	4,167	(e)	...	0.71	...	...

- (a) Excludes stock belonging to the late salt branch and the Ferozepore tramway.
 (b) Excludes 47 vehicles made over to the Mushkal-Bolan railway.
 (c) Approximate.
 (d) Excludes 4 locomotives made over to the Mushkal-Bolan railway.
 (e) Brakes not yet brought into use.

TABLE No. II.

Statement showing, for the six months ending 31st December 1893, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with continuous automatic brake.
STANDARD GAUGE.				
State line worked by company.				
East Indian	Vacuum Automatic.	13th July 1893	(iii) Failure of machinery.—No. 9 up loop mail detained 5 minutes at Jamálpur, 7 minutes at Dharwara and 5 minutes at Kajra to release brake blocks, owing to the ball valves not working freely.	
		21st July 1893	(iii) Neglect of servants.—No. 32 down local passenger started 4 minutes late from Hooghly, owing to the pipes between two of the carriages not having been properly coupled.	
		22nd July 1893	(iii) Neglect of servants.—No. 9 up loop mail started 5 minutes late from Jamálpur in order to release brake. The delay was due to the station staff having neglected to take the hose pipe off the dummy before pulling the releasing wires.	
		14th August 1893.	(iii) Failure of machinery.—No. 10 down mail delayed 15 minutes between Jamálpur and Sultangunge and 5 minutes between Sultangunge and Bhágalpur, owing to the vacuum ejector having got out of order.	
		31st October 1893.	(iii) Failure of material.—No. 9 up loop mail delayed 6 minutes at Colgong to release brakes, owing to engine vacuum pressure gauge pipe having broken.	
		8th November 1893	(iii) Inexperience of servants.—No. 1 up mail delayed 10 minutes outside Ranegunge. The delay was due to gear in brake-van having, it is supposed, been tampered with.	271,764
		18th November 1893	(iii) Inexperience of servants.—No. 1 up mail delayed. 20 minutes between Sitarámpur and Jámára and 40 minutes at Jámára in releasing brakes. The accident was due partly to the vacuum ejector drawing air and partly to the driver's mismanagement.	
		23rd November 1893	(iii) Inexperience of servants.—No. 9 up loop mail started 5 minutes late from Howrah owing to insufficient vacuum.	
		11th December 1893	(iii) Failure of machinery.—No. 2 down mail started 4 minutes late from Tundla owing to difficulty in releasing the brakes, the vacuum ejector having got out of order.	
		11th December 1893	(iii) Neglect of servants.—No. 2 down mail lost 7 minutes between Manapur and Jumooee, owing to the front engine hose train pipe having fallen off dummy.	
		15th December 1893	(iii) Failure of material.—No. 1 up mail lost 10 minutes between Howrah and Hooghly through the jamming of the brake blocks.	
		31st December 1893	(iii) Failure of machinery.—No. 9 up mail started 13 minutes late from Sahebgunge, owing to the train pipe of a carriage having been out of order and part of the rubber ring found missing.	

TABLE No. II—contd.

Statement showing, for the six months ending 31st December 1893, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
STANDARD GAUGE—contd.				
State lines worked by the State.				
North Western (state)	Vacuum Automatic.	5th July 1893	(iii) Failure of material.—No. 5 up mail started 10 minutes late from Sahāranpur, owing to the rubber pipe of the vacuum hose pipe of a 2nd class carriage having been damaged. The carriage had to be cut off the train.	
		21st July 1893	(iii) Neglect and inexperience of servants.—No. 3 up mail delayed 9 minutes at Meerut cantonment to release vacuum brake on train.	
		6th August 1893	(iii) Neglect and inexperience of servants. No. 20 down mixed train started 8 minutes late from Phillour. Time lost in taking vacuum brake off wagons.	
		6th August 1893	(iii) Neglect and inexperience of servants.—The train pipe on No. 27 up mail parted on starting from Harnāi, breaking horn of coupling, and causing a detention of 10 minutes. The parting of the coupling was due to traffic jamadar having forgotten to tighten the screw coupling which had been slackened for shunting purposes.	
		9th September 1893	(iii) Neglect and inexperience of servants.—No. 3 up mail delayed 5 minutes between Sirhind and Khanna owing to vacuum pipe having come off the dummy of the rear brake.	
		10th September 1893	(iii) Neglect and inexperience of servants.—A ballast train ran past Mud Gorge slip station, owing to vacuum brake not having been connected throughout the train.	See page 1384.
		11th September 1893	(iii) Failure of material.—No. 86 down goods train detained 7 minutes at Gujar Khan, owing to India-rubber rolling piston ring inside vacuum cylinder having broken.	
		3rd October 1893	(iii) Neglect and inexperience of servants.—No. 3 up mail detained 10 minutes at Meerut cantonment in releasing the piston of the vacuum brake of the tender.	
		13th October 1893	(iii) Neglect and inexperience of servants.—No. 6 down mail delayed 5 minutes at Umballa, owing to tender brake piston having stuck fast, and 11 minutes at Umballa, city in order to fasten up a bogie carriage brake hangers which were dragging on the line and then to release the brake of the whole train.	
		14th October 1893	(iii) Failure of material.—No. 5 up mail detained 7 minutes at Lāla Mūsa owing to breakage in the train pipe.	
		15th October 1893	(iii) Neglect and inexperience of servants.—No. 20 down mixed train detained 5 minutes at Sirhind in order to examine brake blocks of a horse-box fitted with the vacuum brake; 5 minutes were lost between Sirhind and Sārai Bānjara for vacuum brake.	

TABLE No. II—*contd.*

Statement showing, for the six months ending 31st December 1893, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
STANDARD GAUGE— <i>contd.</i> State lines worked by the State— <i>contd.</i> North Western (state)— <i>contd.</i>	Vacuum Auto-matic.	16th October 1893	(iii) Neglect and inexperience of servants.—No. 5 up mail delayed 8 minutes at Sirhind and 5 minutes at Khanna in releasing vacuum brake.	
		16th October 1893	(iii) Neglect of servants.—No. 4 down mail detained 8 minutes at Meerut city. The brake gearing of a 2nd class carriage No. 428 having been out of order and the bolt of adjusting arm having fallen out, the driver had to disconnect the remainder of the brake gear.	
		17th October 1893	(iii) Neglect and inexperience of servants.—No. 5 up mail delayed 5 minutes between Saharanpur and Umballa cantonment, owing to vacuum brake blocks having been jammed on the wheels.	
		29th October 1893	(iii) Neglect of servants.—No. 6 down mail detained 7 minutes at Saharanpur, owing to the train vacuum being out of order.	
		30th October 1893	(iii) Neglect of servants.—No. 20 down mixed train detained 24 minutes at Rawalpindi to create vacuum in the train; 10 minutes at Riwat trying to raise vacuum.	
		31st October 1893	(iii) Neglect of servants.—No. 5 up mail detained 12 minutes at Lala Musa on account of not getting the vacuum in the train.	
		1st November 1893	(iii) Neglect of servants.—No. 5 up mail delayed 16 minutes between Jallo and Meean Meer East, owing to hanger gearing pin working out of carriage No. 667.	
		4th November 1893	(iii) Inexperience of servants.—No. 5 up mail started 7 minutes late from Ghaziabad as vacuum could not be obtained. Driver worked train without vacuum to Saharanpur. The failure was due to East Indian railway third class carriages Nos. 1126 and 1145 not having been coupled up properly.	
		10th November 1893	(iii) Neglect and inexperience of servants.—No. 3 up mail delayed 8 minutes at Meerut cantonment owing to engine brake being on after coming back on train from water column; the failure was due to the piston on vacuum cylinder of engine sticking.	
		10th November 1893	(iii) Failure of machinery.—No. 3 up mail worked from Rawalpindi to Peshawar without vacuum brake, owing to brake injector having been out of order. No detention.	
		13th November 1893	(iii) Neglect and inexperience of servants.—No. 5 up mail detained 5 minutes at Meerut cantonment in releasing vacuum.	
		13th November 1893	(iii) Failure of material.—One leg of coupling pipe vacuum brake in third class carriage No. 883 on 3 up mail was broken at Wazirabad. No detention.	
		14th November 1893	(iii) Failure of material.—Rubber diaphragm of brake cylinder of first class carriage No. 139 on 3 up mail was broken at Rawalpindi. No detention.	

See page 1384

TABLE No. II—contd.

Statement showing, for the six months ending 31st December 1893, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by train fitted with each description of continuous automatic brake.
STANDARD GAUGE—contd. State lines worked by the State—contd. North Western (state)—contd.	Vacuum Automatic.	16th November 1893	(iii) Failure of machinery.—Fourteen minutes lost between Gujar Khan and Mandra, owing to vacuum brake piston on No. 63 up goods train drawing air through breakage and brake blocks binding on wheels in consequence.	
		17th November 1893	(iii) Neglect of servants.—No. 3 up mail detained 10 minutes at Yari Karez owing to brake gear having been taken up too tight.	
		18th November 1893	(iii) Inexperience of servants.—No. 5 up mail lost 5 minutes at Ghaziabad and 7 minutes at Begumabad in trying to raise vacuum, owing to carriage hose pipes not having been properly coupled up. Five minutes were also lost at Moradnagar in releasing vacuum.	
		19th November 1893	(iii) Neglect and inexperience of servants.—No. 3 up mail delayed 7 minutes at Meerut cantonment, brake being out of order.	
		20th November 1893	(iii) Failure of material.—No. 76 up goods train detained 24 minutes at Rawalpindi, owing to vacuum brake piston ring of engine No. 249 having been found broken.	
		20th November 1893	(iii) Inexperience of servants.—No. 3 up mail delayed 9 minutes between Umballa city and Umballa cantonment, owing to vacuum pipe on Great Indian Peninsula railway carriage, attached at Umballa, having been out of order.	
		22nd November 1893	(iii) Inexperience of servants.—No. 12 up mixed train delayed 10 minutes at Umballa in trying to create vacuum, as some one in traffic yard had uncoupled the hose pipe.	See page 1384.
		23rd November 1893	(iii) Inexperience of servants.—A defect in brake blocks was found on bogie third class No. 1525, attached to No. 6 down mail, at Haripur bund. No detention.	
		27th November 1893	(iii) Neglect of servants.—Injector cocks of engine No. 269 on a down ballast train wanted cleaning at Rawalpindi. No detention.	
		29th November 1893	(iii) Inexperience of servants.—No. 20 down mixed train detained 10 minutes at Sirhind in taking off vacuum from carriages.	
		3rd December 1893	(iii) Inexperience of servants.—No. 5 up mail delayed 22 minutes at Meerut cantonment reducing vacuum. This was due to the cylinder not having worked properly and to the brake jamming when the train was being stopped.	
		3rd December 1893	(iii) Inexperience of servants.—No. 4 down mail delayed 10 minutes at Umballa cantonment, owing to vacuum brake being out of order. The brake had to be disconnected from train which was then worked with engine brake.	
		7th December 1893	(iii) Neglect of servants.—No. 72 down goods train started 2 hours late from Rawalpindi, owing to vacuum brake of engine No. 269 having been out of order.	

TABLE No. II—*contd.*

Statement showing, for the six months ending 31st December 1893, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with continuous automatic brake.
STANDARD GAUGE—<i>contd.</i>				
State lines worked by the State—<i>concl.</i>				
North Western (state)— <i>concl.</i>	Vacuum Auto-matic.	11th December 1893	(iii) Inexperience of servants.—No. 20 down mixed train delayed 9 minutes between Umballa and Kesri in disconnecting vacuum from engine and releasing it from carriages.	
		16th December 1893	(iii) Neglect of servants.—No. 6 down mail detained 25 minutes at Umballa as vacuum could not be created owing to connecting pipe of front brake-van being deficient of a rubber washer.	
		16th December 1893	(iii) Neglect of servants.—No. 5 up mail detained 3 minutes at Umballa cantonment, owing to vacuum brake pipe not having been connected after shunting.	
		16th December 1893	(iii) Neglect of servants.—No. 19 up mixed train delayed 7 minutes between Rājpurā and Sarāi Banjāra, owing to some vacuum point having been out.	652,130
		17th December 1893	(iii) Neglect of servants.—No. 74 down goods train started 35 minutes late from Rāwal-pindi, owing to delay in repairing vacuum brake train pipe of engine No. 230.	
		24th December 1893	(iii) Neglect of servants.—A troop train delayed 1 hour and 10 minutes between Sohan and Riwāt, owing to vacuum of engine brake having been jammed.	
		28th December 1893	(iii) Failure of material.—No. 76 down goods train delayed 8 minutes between Tarki and Lāla Mūsa, owing to rolling ring of engine piston having been broken.	
Oudh and Rohilkhand (state).	Vacuum Auto-matic.	15th September 1893	(iii) Inexperience of servants.—No. 1 up mail delayed 7 minutes at Bareilly, owing to engine having been unable to recreate vacuum in consequence of defect in flexible pipe between engine and tender.	200,928
Eastern Bengal (state)	Vacuum Auto-matic.	.....	No failure or delay	209,160
Lines worked by guaranteed companies.				
Great Indian Peninsula	Vacuum Auto-matic.	11th July 1893	(iii) Neglect of servants.—The driver of No. 115 down train was unable to maintain vacuum, owing to a folded luggage label having been found in brake-van No. 5 under the seating of the valve. Five minutes delay in starting from Victoria terminus. The vacuum was destroyed and the train then worked non-automatically.	See page 1385

TABLE No. II—concl'd.

Statement showing, for the six months ending 31st December 1893, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains—concl'd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
STANDARD GAUGE—concl'd. Trains worked by guaranteed companies—cont'd.				
Great Indian Peninsula—cont'd.	Vacuum Automatic.	12th July 1893	(iii) Failure of machinery.—No. 89 down train started 5 minutes late from Victoria terminus owing to driver's inability to create sufficient vacuum in consequence of tappet valve in the ejector of engine No. 20 being out of order.	399.632
		6th October 1893	(iii) Neglect of servants.—The ballast heaped up near mileage 80½ having struck the ball of screw coupling of brake-van No. 465 on No. 158 up train, the hose pipe was dragged off the dummy plug, the brake being thus applied automatically from the rear. Eight minutes' delay in ascertaining the cause and replacing the hose pipe.	
		9th November 1893	(iii) Failure of material.—At Lonávla the driver of No. 149 down train being unable to create vacuum after coupling up to train, owing to a small flexible pipe leading to cylinder of engine No. 536 being broken, the train was worked non-automatically after 10 minutes' delay.	
		11th November 1893	(iii) Neglect of servants.—The driver of No. 47 down train was unable to create vacuum after coupling up to train at Victoria terminus, owing to dirt between drip valve and seating of engine No. 638. After 9 minutes' delay, the train was worked non-automatically.	
		12th December 1893	(iii) Neglect of servants.—Wheels of composite carriage No. 1201 on No. 89 down train reported to have been skidding on journey between Lonávla and Kárla, through brake remaining on after application at Lonávla. No defect could be traced in the cylinder and it seemed probable that the adjustment of brake rigging was at fault. Eighteen minutes' delay on journey.	
Mumbai, Baroda and Central India.	Vacuum Automatic.	31st July 1893	(iii) Inexperience of servants.—Vacuum brake on No. 81 down local train failed to release owing to converting cock having been wrongly turned. Delay 3 minutes between Colába and Parel.	57.178
		23rd November 1893	(iii) Failure of machinery.—The brake on No. 85 down local train was unable to release, owing to the shaft lever jamming. Delay 27 minutes at Dádar.	

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 23RD SEPTEMBER 1893, AND FROM 1ST JULY TO 22ND SEPTEMBER 1894.

N.B.—As regards the figures in column Total Earnings from 1st July 1894, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 2nd-half of 1893.	WEEK ENDING 23RD SEPTEMBER 1893.				WEEK ENDING 22ND SEPTEMBER 1894.				Earnings from 1st July to 23rd September 1893.	Earnings from 1st July to 22nd September 1894.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile per open week.		Total.	Per mile per open week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	552	1,634	9,14,845	560	1,687	9,26,771	549	97,39,313	1,01,17,876	3,78,557			
Bengal-Nagpur	107	863	77,738	90	862	69,092	81	9,31,122	8,18,365	1,12,757			
Indian Midland (a)	112	752	73,755	98	752	87,339	116	8,11,287	9,80,400	1,69,119			
Bezwada extension	100	21	3,035	145	21	3,255	155	24,835	34,259	9,424			
Metre gauge—													
Rajputana-Malwa (b)	216	1,699	3,11,208	183	1,719	3,52,910	205	36,62,344	41,61,435	4,99,091			
Palampur-Decsa	49	...	...	...	17	600	35	...	6,573	6,573		
South Indian	142	1,043	1,44,287	138	1,042	1,61,894	155	18,32,135	18,67,468	35,333			
Máyavaram-Mutput	...	...	...	...	54	3,007	67	...	46,451	46,451		
Southern Mahratta (c)	90	1,156	1,03,702	90	1,165	1,00,411	86	12,04,883	13,22,881	1,17,998			
Bengal and North-Western (d)	108	756	74,201	98	756	66,590	88	8,54,390	10,09,702	1,55,312			
Rohilkund and Kumaon (Lucknow-Bareilly section)	59	223	8,515	38	200	36,466	182	1,19,598	2,15,288	95,690			
TOTAL	221	8,147	17,11,286	210	8,275	18,09,835	219	1,91,79,907	2,05,80,691	14,00,791			
State lines worked by the State.													
Standard gauge—													
North Western (state, (e)	222	2,509	5,41,168	216	2,511	4,92,591	196	59,93,312	62,80,688	2,87,376			
Oudh and Rohilkhand (state)	206	692	1,33,890	193	797	1,20,786	152	15,85,070	19,64,394	3,79,324			
Eastern Bengal (state) (including metre and 2' 6" gauges)	345	778	3,10,672	399	813	3,27,670	403	28,14,715	30,60,444	2,45,729			
Bengal Central (f)	121	125	17,089	137	125	16,480	132	1,73,389	1,78,000	4,720			
East Coast (state)	71	266	(g) 19,831	75	321	19,009	59	(g) 1,10,417	2,63,673	1,53,256			
Metre gauge—													
Burma (state)	133	730	89,576	121	730	84,787	116	11,05,537	11,54,714	49,177			
Special gauges—													
Jorhat (state provincial)	57	25	1,286	51	25	1,392	56	19,520	20,956	6			
Cherra-Companyganj (state provincial)	52	8	461	58	8	326	41	4,356	5,005	649			
TOTAL	216	5,133	11,12,973	217	5,330	10,63,041	199	1,18,06,216	1,29,27,893	11,21,667			
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h)	392	1,490	4,84,559	325	1,490	3,89,035	261	52,20,807	47,04,381	...	5,164		
Bombay, Baroda and Central India	495	461	1,78,897	388	461	1,78,000	386	21,90,056	22,45,023	54,967			
Madras	239	840	2,12,156	253	840	1,88,641	225	24,53,106	23,29,670	...	1,234		
TOTAL	363	2,791	8,75,612	314	2,791	7,55,676	271	98,63,969	92,79,074	...	5,84,895		
TOTAL (GUARANTEED AND STATE)	244	16,071	36,99,871	230	16,396	36,28,552	221	4,68,50,092	4,27,87,655	19,37,563			
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	145	161	23,438	146	161	22,932	142	2,55,980	2,56,523	543			
Tarkessur	213	22	4,372	199	22	4,056	212	53,230	50,674	3,444			
Metre gauge—													
Rohilkund and Kumaon (Company's section)	123	67	6,631	99	67	8,164	122	81,140	79,653	...	1,487		
Bengal Dooars	97	27	2,637	98	36	5,490	153	25,523	53,947	28,424			
Dibru-Sadiya	127	78	9,991	128	78	10,999	141	1,22,640	1,27,808	5,162			
Special gauge—													
Darjeeling-Himalayan	241	51	12,785	251	51	11,361	223	1,36,537	1,34,469	...	2,068		
TOTAL	150	406	59,854	147	415	63,602	153	6,75,050	7,09,074	34,018			
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	145	333	39,354	118	333	52,621	158	5,00,310	6,41,191	1,40,881			
The Gaekwar's Petlad	82	13	913	70	13	910	70	12,132	12,351	219			
Rajpura-Bhatinda	119	108	10,040	99	108	16,770	145	1,54,665	2,46,070	91,405			
Kolar Gold-fields	...	...	...	...	10	2,452	245	...	34,003	34,003		
Metre gauge—													
Southern Mahratta (Mysore section)	96	331	33,571	101	362	35,264	97	3,66,830	3,67,975	1,155			
(i) The Gaekwar's Mehsana	59	93	3,778	41	93	4,750	51	44,143	51,079	6,936			
Kolhapur	73	29	2,045	71	29	2,101	72	24,703	24,333	...			
Special gauges—													
The Gaekwar's Dabhoi	53	72	3,357	47	72	3,260	45	39,204	30,839	...	8,365		
Cooch Behar	17	22	227	10	22	580	26	(j) 227	7,522	7,295			
TOTAL	107	1,001	93,891	94	1,042	1,18,708	114	11,42,264	14,15,363	2,73,093			
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbandar	90	334	27,171	81	334	21,715	65	3,01,602	2,50,158	...	51,444		
Jetalsar-Rajkot	61	46	3,286	71	46	2,057	58	30,285	29,735	...	550		
Jodhpur-Bikaner	46	364	14,242	39	364	14,300	39	1,72,868	2,03,790	30,922			
Special gauge—													
Morvi	62	94	5,272	36	94	4,714	50	62,531	54,859	...	7,672		
TOTAL	66	818	40,971	60	838	43,386	52	5,67,286	5,38,542	...	28,766		
GRAND TOTAL	226	18,316	39,03,587	213	18,691	38,54,928	206	4,32,34,009	4,54,50,634	22,15,936			

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Includes the Guntakal-Mysore frontier section.

(d) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(e) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(f) Although for convenience classed amongst state railways this line is the property of the Bengal Central Railway Company.

(g) Includes the earnings of the Beawada-Godavari section.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamsa, and Amraoti railways.

(i) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(j) Total earnings from 15th to 23rd September 1893.

F. B. HERBERT,
Under Secretary.

SIMLA, the 4th October, 1894.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXV of 1894-95.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1894*, audited figures have been used as far as possible.

RAILWAY.		Average earnings per mile per week in 1893-94.	WEEK ENDING 23RD SEPTEMBER 1893.				WEEK ENDING 22ND SEPTEMBER 1894.				Earnings from 1st April to 23rd September 1893.	Earnings from 1st April to 22nd September 1894.	Increase.	Decrease.
			Mean mile-age worked.	Earnings.		Mean mile-age worked.	Earnings.							
				Total.	Per mile open per week.		Total.	Per mile open per week.						
		Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
State lines worked by companies.														
Standard gauge—		602	1,634	9,14,845	560	1,687	9,26,771	549	2,29,09,540	2,38,61,037	9,11,487	...	...
East Indian		149	863	77,738	90	862	69,992	81	28,75,613	26,98,796	...	...	1,76,817
Bengal-Nagpur		132	752	73,755	98	752	87,339	116	22,17,120	25,99,013	3,81,884	...	...
Indian Midland (a)		95	21	3,035	145	21	3,255	155	49,464	68,273	18,809	...	...
Bezwada extension		261	1,699	3,11,208	183	1,719	3,52,910	205	1,02,91,204	1,15,68,105	12,77,101	...	...
Metro gauge—		41	...	...	...	17	600	35	...	17,214	1,215	...	...
Rajputana-Malwa (b)		144	1,043	1,44,287	138	1,042	1,61,894	155	40,68,655	39,92,803	...	...	75,852
Palampur-Deesa		...	...	...	...	54	3,607	67	...	(c) 94,371	94,371	...	...
South Indian		100	1,156	1,03,702	90	1,165	1,00,411	86	29,64,971	32,58,367	2,93,396	...	...
Mayavaram-Mutpet		132	756	74,201	98	756	66,590	88	24,77,846	27,45,972	2,68,126	...	...
Southern Mahratta (d)		67	223	8,515	38	200	36,466	182	3,31,562	4,65,112	1,33,550	...	...
Bengal and North-Western (e)		250	8,147	17,11,286	210	8,275	18,09,835	219	4,81,85,994	5,13,69,264	31,83,270	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)		232	2,509	5,41,168	216	2,511	4,92,591	196	1,34,97,487	1,46,53,433	11,55,946	...	...
TOTAL		242	692	1,33,890	193	797	1,20,786	152	41,22,784	49,20,434	7,97,650	...	...
State lines worked by the State.		309	778	3,10,672	399	813	3,27,670	403	52,56,320	58,12,914	5,56,585	...	...
Standard gauge—		120	125	17,089	137	125	16,480	132	3,61,162	3,86,163	25,001	...	...
North Western (state) (f)		71	265	(h) 19,831	75	321	19,009	59	(h) 1,77,793	6,77,900	5,00,107	...	...
Oudh and Rohilkhand (state)		171	730	88,576	121	730	84,787	116	28,12,500	27,20,861	...	...	91,639
Eastern Bengal (state) (including metro and 2' 6" gauges)		49	25	1,286	51	25	1,392	56	37,857	37,577	...	...	280
Bengal Central (g)		54	8	461	58	8	326	41	9,976	11,543	1,567	...	...
East Coast (state)		226	5,133	11,12,973	217	5,330	10,63,041	199	2,62,75,888	2,92,20,825	29,44,937	...	...
Metro gauge—		510	1,490	4,84,559	325	1,490	3,80,035	261	1,72,76,252	1,55,28,649	...	...	17,47,603
Burma (state)		638	461	1,78,897	388	461	1,78,000	386	72,93,576	75,89,138	2,95,562	...	...
Special gauges—		238	840	2,12,156	253	840	1,88,641	225	50,91,507	49,74,978	...	...	1,16,589
Jorhat (state provincial)		440	2,791	8,75,612	314	2,791	7,55,676	271	2,96,61,395	2,80,02,765	...	...	15,6,630
Cherra-Companyganj (state provincial)		277	16,071	36,99,871	230	16,396	36,28,552	221	10,41,23,277	10,86,82,854	45,59,577	...	...
TOTAL		277	16,071	36,99,871	230	16,396	36,28,552	221	10,41,23,277	10,86,82,854	45,59,577	...	...
Assisted companies.														
Standard gauge—		148	161	23,438	146	161	22,932	142	5,63,478	6,45,988	82,510	...	...
Delhi-Umballa-Kalka		253	22	4,372	199	22	4,656	212	1,35,196	1,49,541	14,345	...	...
Tarkessur		137	67	6,631	99	67	8,164	122	2,18,504	2,14,874	...	...	3,630
Metro gauge—		77	27	2,637	98	36	5,490	153	45,254	91,854	46,600	...	...
Rohilkund and Kumaon (Company's section)		130	78	9,991	128	78	10,999	141	2,54,487	2,58,075	3,588	...	...
Bengal Doonars		238	51	12,785	251	51	11,361	223	3,16,799	3,09,530	...	...	7,269
Dibru-Sadiya		155	406	59,854	147	415	63,602	153	15,33,718	16,69,862	1,36,144	...	...
Special gauge—		158	333	39,354	118	333	52,621	158	12,45,110	15,18,392	2,73,273	...	...
Darjeeling-Himalayan		92	13	913	70	13	910	70	29,767	34,072	4,905	...	...
TOTAL		129	108	10,646	99	108	16,770	155	3,44,564	5,32,373	1,87,809	...	...
Lines owned by native states and worked by other agencies.		...	...	...	...	10	2,452	245	...	(j) 47,222	47,222	...	...
Standard gauge—		95	331	33,571	101	362	35,264	97	8,21,952	8,04,723	...	...	17,229
The Nizam's guaranteed state		75	93	3,778	41	93	4,750	51	1,43,458	1,65,597	22,139	...	...
The Gaekwar's Pottalad		77	29	2,045	71	29	2,101	72	55,904	63,531	7,627	...	...
Rajpura-Bhatinda		67	72	3,357	47	72	3,260	45	1,20,001	1,09,447	...	...	10,554
Kolar Gold-fields		20	22	227	10	22	580	20	(i) 227	18,123	18,096	...	...
Metro gauge—		114	1,001	93,891	94	1,042	1,18,708	114	27,60,992	32,94,280	5,33,288	...	...
Southern Mahratta (Mysore section) (k)		118	334	27,171	81	334	21,715	65	10,08,283	8,32,387	...	...	1,75,896
The Gaekwar's Mohana		60	46	3,286	71	46	2,657	58	(m) 50,570	72,972	13,402	...	...
Kolhapur		54	364	14,242	39	364	14,300	39	3,99,424	5,61,616	1,62,192	...	...
Special gauges—		67	94	5,272	56	94	4,714	50	1,52,970	1,52,600	...	...	370
The Gaekwar's Dabhoi		81	838	49,071	60	838	43,386	52	16,20,247	16,19,575	...	...	672
Coch Behar		256	18,316	39,03,587	213	18,691	38,54,248	206	11,00,38,234	11,52,66,571	52,28,337	...	...
TOTAL		256	18,316	39,03,587	213	18,691	38,54,248	206	11,00,38,234	11,52,66,571	52,28,337	...	...
GRAND TOTAL		256	18,316	39,03,587	213	18,691	38,54,248	206	11,00,38,234	11,52,66,571	52,28,337	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlan railway.

(c) Total earnings from 2nd April to 22nd September 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the earnings of the Bezwada-Godavari section.

(i) Includes the Wardha Coal, Dhond-Manmad, Khangaon, and Amravati railways.

(j) Total earnings from 1st June to 22nd September 1894.

(k) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

(l) Total earnings from 15th to 23rd September 1893.

(m) Total earnings from 12th April to 23rd September 1893.

F. B. HEBBERT,
Under Secretary.

SIMLA, the 4th October, 1894.

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OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, October 6th, 1894.

General Summary.—The depression and cyclonic storm, the centre of which at the close of the previous week had advanced to midway between Seoni and Jubbulpore, moved only about 100 miles during the next twenty-four hours, and at 8 A.M. on Sunday was central between Saugor and Sutna, having travelled almost due north. Moderately heavy rain had fallen at Nowgong, Sutna, Khandwa, Pachmarhi, Jhansi, and the neighbouring stations. The depression then moved in a north-easterly direction into the eastern districts of the North-Western Provinces, and gave heavy rain at Allahabad, where the rainfall on Monday morning amounted to 5·83 inches. Cawnpore received nearly 3 inches. Another cyclonic storm was in the meantime forming at the head of the Bay, and on Tuesday morning a shallow depression was shown lying over Orissa, the adjacent districts of the Central Provinces, South-West Bengal, and the north-west of the Bay, while the first depression had moved north-eastwards, and had broken up at the foot of the hills, giving heavy rain to Gorakhpur, where nearly 9 inches were registered. By Wednesday morning the centre of the depression in the Bay had crossed the coast between Balasore and Saugor Island, and had advanced in a north-westerly direction to between Ranchi and Burdwan. The depression was a feeble one, and had given only moderate rain to Orissa and Chota Nagpur. During the next twenty-four hours it was almost stationary, having travelled only about 50 miles in a north-westerly direction, and it had apparently commenced to fill up; but winds strengthened considerably at Saugor Island, and heavy rain fell at Allahabad and the neighbouring stations, which caused the depression to intensify slightly, and by the morning of the 5th it had advanced rapidly about 250 miles in a north-westerly direction and was central near Lucknow. The deficiency of pressure in the central area was about the same, but gradients were steeper. Heavy rain

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fell at Cawnpore (5·36 inches) and at Mainpuri (4·02 inches), and Bahraich and Lucknow each received amounts exceeding 3½ inches. Pressure then rose very rapidly in the central districts of the North-Western Provinces, and by Saturday morning the depression had disappeared, having broken up at the foot of the Naini Tal hills. Heavy rain fell at Ranikhet (7·21 inches), and moderately heavy rain in the submontane districts of the North-Western Provinces.

The rainfall of the week was almost entirely confined to the areas affected by these two cyclonic storms; and, on the breaking up of the second storm on Saturday, practically no rain was reported, except from stations in the submontane and hill districts of the North-Western Provinces.

Daily Summary.—*Sunday.*—Pressure had fallen in Northern India, and the cyclonic storm, which the day before had been central between Seoni and Jubbulpore, had advanced about 100 miles almost due north, and was central between Saugor and Sutna. Winds had fallen off at the head of the Bay, and were slightly stronger on the Burma Coast. Moderately heavy rain had fallen in the depression area. Nowgong had received 3·57 inches, Sutna 3·5 inches, Khandwa 2·68 inches, Pachmarhi 2·48 inches, and Jhansi 2·45 inches. Light rain had fallen in Burma and Bengal.

Monday.—Pressure had given way slightly in the eastern districts of the North-Western Provinces, to which the depression had advanced. Pressure had fallen briskly in the north-west of the Bay and the adjacent coast districts. The cyclonic circulation of winds in the depression area was not so strongly marked, and winds in the southern quadrant were more variable. Heavy rain had fallen in the North-Western Provinces, and light to moderate rain in the Central Provinces, Burma, and the Madras East Coast. Allahabad had received 5·83 inches, Moulmein 3 inches, Cawnpore 2·73 inches, Dehra Dun 2·25 inches, Hoshangabad 2·07 inches, and Gorakhpur 1·83 inches.

Tuesday.—The cyclonic storm had advanced north-eastwards, and had broken up at the foot of the hills. Pressure had risen in North-Western India and the greater part of the Peninsula, and had fallen slightly to briskly in Bengal and the north-west of the Bay, where a shallow depression was shown, extending into Orissa, the adjacent districts of the Central Provinces, and South-West Bengal. Winds were cyclonic in direction at the Bengal and Orissa Coast stations, but had fallen off in strength. Gorakhpur had received 8·61 inches of rain, Tavoy 6·66 inches, Moulmein 4 inches, Cawnpore 2·33 inches, Silchar 2·22 inches, and Benares 1·93 inches.

Wednesday.—Pressure had fallen briskly in South-West Bengal, and the centre of the depression in the Bay had crossed the coast, and had moved in a north-westerly direction to between Ranchi and Burdwan. Gradients were moderately steep in the southern quadrant. Winds were feebly cyclonic in the depression area and were unchanged at Diamond Island. Moderate general rain had fallen in Orissa, Bengal, Chota Nagpur, and the eastern districts of the North-Western Provinces. Sutna received 3·67 inches, Diamond Island 1·82 inches, Akyab 1·86 inches, False Point 1·84 inches, Hazaribagh 1·89 inches, and Allahabad 1·44 inches.

Thursday.—Pressure had fallen slightly in Baghelkhand and the south-eastern districts of the North-Western Provinces, and the centre of the cyclonic storm had advanced to about 50 miles west of Hazaribagh. Winds had increased considerably at Saugor Island, and moderate to heavy rain had fallen in Bihar, Chota Nagpur, and the eastern districts of the North-Western Provinces. Allahabad had received 6·43 inches, Hazaribagh 2·40 inches, and Benares 2·18 inches.

Friday.—A rapid fall of the barometer had taken place in the central districts of the North-Western Provinces and a rapid rise in Chota Nagpur. The cyclonic storm had intensified slightly, and had moved about 250 miles to the north-west. Winds had fallen off at Saugor Island, and moderate winds prevailed in the depression area. Cawnpore had received a heavy fall of 5·36 inches of rain, Mainpuri 4·02 inches, Bahraich 3·80 inches, Lucknow 3·52 inches, Tavoy 1·71 inches, and Allahabad 1·5 inches.

Saturday.—Pressure had risen over the whole of India, the rise being very rapid in the central districts of the North-Western Provinces. The cyclonic storm had advanced northwards, and had broken up at the foot of the Naimi Tal hills. Moderate to heavy rain had fallen in the submontane and hill districts of the North-Western Provinces. Ranikhet had received a heavy fall of 7·21 inches, Bahraich 1·88 inches, Bareilly 1·64 inches, Gorakhpur 1·36 inches, and Chakrata ·96 inch.

Temperature.—The following table gives the variations of the mean temperature from the normal on each day of the week for the different provinces of India :

PROVINCE.	Sept. 1894.	October 1894.						Mean variation of week.
	30th	1st	2nd	3rd	4th	5th	6th	
	°	°	°	°	°	°	°	°
Burma	—0·7	+0·4	—1·0	—1·8	—2·0	—0·5	+0·2	—0·8
Bengal and Assam	—0·3	+0·4	+0·3	—1·0	—1·1	—0·2	+0·7	—0·2
North-Western Provinces and Oudh	+0·4	—2·2	—1·8	—1·6	—0·6	—1·6	—4·2	—1·7
Punjab	+0·6	+1·3	+1·6	+1·6	+1·4	+1·0	+1·0	+1·2
Bombay	—0·8	—0·8	—0·9	—0·6	—2·0	—2·0	—2·2	—1·3
Central Provinces and Berar .	—3·5	—2·8	—1·6	—1·9	—2·0	—2·0	0	—2·0
Central India and Gujarat .	—0·1	—1·6	—1·5	—2·5	—2·8	—2·3	—1·5	—1·8
Sind and Rajputana	+1·2	+2·0	+1·7	+0·8	+1·2	+0·4	+0·5	+1·1
Madras	+0·7	+0·5	+0·9	+0·7	+0·8	+1·5	+0·9	+0·9
Mean for whole of India . .	—0·3	—0·3	—0·3	—0·7	—0·8	—0·6	—0·5	—0·5

Unusually cool weather prevailed during the week in the North-Western Provinces, Bombay, Central India, and the Central Provinces. Temperature on the last day of the week fell to 4·2° below the normal in the North-Western Provinces owing to heavy rainfall. The mean temperature of the week averaged 2° in defect in the Central Provinces, Central India, and North-Western Provinces, and 1° in Bombay. Temperature was in slight excess in the Punjab, Sind, and Rajputana, and practically normal elsewhere.

The mean temperature for the whole of India was in slight defect on every day of the week, the deficiency being greatest on the 3rd and 4th, when it amounted to nearly 1°. For the whole week the mean average temperature was 0·5° in defect, or practically normal.

Rainfall has been heavy in Tenasserim and in the areas affected by the two cyclonic storms of the week, but light elsewhere. Very large amounts were received at stations in the North-Western Provinces and Oudh, several of which registered nearly 30 inches of rain during the week, or an average of about 4 inches per day. Badausa (Banda) received 29·20 inches, Kadi-pur (South Oudh) 28·61 inches, Tanda (North Oudh) 27·55 inches, Khakheru (Fatehpur) 27·27 inches, and Sirathu (Allahabad) 24·01 inches. Mirzapur received 10·87 inches on the 4th alone, and several falls of 6 and 7 inches during the twenty-four hours have been reported by various stations. The average rainfall of the week for South Oudh was 12·15 inches, or 11·35 inches in excess of the normal. Practically no rain was received in the Punjab, Sind, and Rajputana, and only light rain in the West Coast districts and the south of the peninsula. The rainfall of the week was in excess of the normal in the North-Western Provinces, Oudh, Tenasserim, Arakan, Cachar, Chota Nagpur, South Bihar, parts of Bengal, the Central Provinces, Central India (East), and the Madras East Coast (North). It was either normal or in defect in other divisions.

The total monsoon rainfall up to date is normal, or in slight defect, in Bengal, Assam, Lower and Central Burma, Arakan, Malabar, Konkan, and the greater part of Madras; in moderate to considerable excess in Tenasserim, Chota Nagpur, South Bihar, North-Western Provinces, Oudh, the Punjab, Central Provinces, North Bombay, and Central India (East). It is in considerable defect in South-Central Madras, Mysore, and Coorg.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING OCTOBER 6TH, 1894.			RAINFALL DATA FROM JUNE 3RD TO OCTOBER 6TH, 1894.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, June 3rd to October 6th.	Excess or defect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	12'30	4'50	+ 7'80	225'48	150'01	+ 50
	Lower Burma	2'47	3'22	- 0'75	84'63	77'75	+ 9
	Central Burma	2'57	2'59	- 0'02	64'05	62'29	+ 3
	Upper Burma	1'05	?	?	33'17	?	?
	Arakan	4'25	3'21	+ 1'04	151'85	152'93	- 1
BENGAL AND ASSAM	Eastern Bengal	1'19	1'68	- 0'49	72'27	72'91	- 1
	Assam (Surma)	3'23	2'55	+ 0'68	103'18	124'30	- 17
	Do. (Brahmaputra)	0'94	1'33	- 0'39	55'16	55'02	- 1
	Deltaic Bengal	1'74	1'03	+ 0'71	43'14	44'20	- 2
	Central Bengal	1'12	1'06	+ 0'06	46'69	45'05	+ 4
	North Bengal	0'91	2'06	- 1'15	79'33	83'89	- 5
	Orissa	1'53	1'66	- 0'13	45'46	43'90	+ 4
	Chota Nagpur	3'36	0'90	+ 2'46	53'23	44'06	+ 21
	Bihar (South)	2'10	1'12	+ 0'98	46'41	37'08	+ 20
	Do. (North)	1'18	1'50	- 0'32	45'46	43'23	+ 5
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East)	11'21	0'89	+ 10'32	55'60	34'64	+ 61
	Do. (Submontane) (a)	8'75	0'99	+ 7'76	52'26	37'20	+ 40
	Oudh (South)	12'15	0'80	+ 11'35	54'39	32'81	+ 66
	Do. (North)	8'78	0'85	+ 7'93	59'54	35'39	+ 68
	North-Western Provinces (Central)	9'44	0'71	+ 8'73	47'55	30'79	+ 54
	North-Western Provinces (West)	1'08	0'58	+ 0'50	29'52	25'49	+ 16
	North-Western Provinces (Submontane) (b)	3'41	0'72	+ 2'69	54'90	38'66	+ 42
PUNJAB	Punjab (South)	0	0'04	- 0'04	14'69	11'20	+ 31
	Do. (Central)	0	0'20	- 0'20	23'94	18'73	+ 28
	Do. (Submontane)	0'01	0'17	- 0'16	37'71	23'37	+ 61
	Do. (Hill Districts)	0'40	0'31	+ 0'09	93'12	50'46	+ 65
	Do. (North-West)	0	0'22	- 0'22	21'16	14'06	+ 41
	Do. (West)	0	0'05	- 0'05	6'38	5'60	+ 14
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	0'62	1'99	- 1'37	80'23	94'01	- 15
	Madras (South Central)	0'04	1'03	- 0'99	15'31	22'36	- 32
	Coorg	1'04	2'04	- 1'00	71'32	107'65	- 33
	Mysore	0'04	1'27	- 1'23	13'24	23'30	- 43
	Konkan	1'76	2'14	- 0'38	107'50	111'57	- 4
	Bombay Deccan	0'37	1'96	- 1'59	29'13	24'29	+ 20
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	0'24	1'74	- 1'50	24'53	22'15	+ 11
CENTRAL PROVINCES AND BERAR.	Berar	0'46	1'14	- 0'68	34'12	32'18	+ 6
	Central Provinces (West)	1'45	0'84	+ 0'61	45'29	37'71	+ 20
	Ditto (Central)	1'32	0'70	+ 0'62	52'06	48'01	+ 8
	Ditto (East)	0'93	0'66	+ 0'27	57'50	44'74	+ 29
BOMBAY (NORTH)	Gujarat	0'21	0'70	- 0'49	52'67	42'70	+ 23
	Kathiawar	0'34	0'32	+ 0'02	34'44	19'62	+ 76
	Sind	0	0	0	8'82	4'29	+ 106
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	2'60	0'20	+ 2'40	38'00	34'00	+ 12
	Rajputana (East), Central India (West)	0'01	0'07	- 0'06	27'77	25'24	+ 10
	Rajputana (West)	0	0'05	- 0'05	13'05	12'81	+ 2
MADRAS	East Coast (North)	0'69	1'61	- 0'92	25'38	25'84	- 2
	Ditto (ditto) (a)	2'45	1'41	+ 1'04	44'61	48'16	- 8
	Hyderabad (South)	0'53	0'84	- 0'31	21'25	20'03	+ 6
	Madras (Central)	0'08	1'44	- 1'36	15'14	16'02	- 11
	East Coast (Central)	0'19	1'21	- 1'02	13'41	16'40	- 18
	Ditto (South)	0'04	1'50	- 1'46	16'56	16'43	+ 1
	Madras (South)	0'21	0'70	- 0'49	5'86	7'05	- 17

W. A. BION,

Actg. Asst. Meteorological Reporter to the
Government of India.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

SIMLA, 11th October 1894.